

ENVIRONMENTAL ASSESSMENT

Toll Locations 3, 4 & 6 through 13

**Warwick, Providence, Pawtucket, Cranston, Johnston,
Cumberland, East Providence, Lincoln, North Smithfield,
Rhode Island**

December 14, 2018

**Appendix H
VOLUME 4 of 4**



**U.S. Department of Transportation
Federal Highway Administration**

APPENDICES

Appendix H Notice of Availability, Public Hearing/Workshop, Comments and Responses

Appendix H

Notice of Availability, Public Hearing/Workshop, Comments and Responses

The following items are provided in Appendix H:

1. Notice of Availability Letters
 - 1.1 Letters to Tribes
 - 1.2 July 12, 2018
 - 1.3 July 31, 2018
2. Web Site Notice
3. News Paper Cut Sheets
 - 3.1 July 12 and July 18, 2018
 - 3.2 August 2 and August 16, 2018
4. Public Hearing Presentation Boards
5. Public Hearing Presentation
6. Sign -In Sheet – sample blank
7. Comment form -sample blank
8. Sign-In Sheets from Public Hearings
9. Public Hearing Transcripts
 - 9.1 July 27, 2018 Public Hearing Transcripts
 - 9.2 August 21, 2018 Public Hearing Transcripts
10. All other comments and correspondence received during the public comment period
11. Response to comments

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H.1 Notice of Availability

Notice of Availability

Environmental Assessment: Toll Locations 3, 4 & 6 through 13

I-95, I-195, I-295, US Route 6, and RI Route 146

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by **August 24, 2018**.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on **August 21, 2018, at 6:00 PM** at the locations listed below.

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Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/projects/tollingprogram>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

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Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

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U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

July 13, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Mr. John Brown
Tribal Historic Preservation Officer
Narragansett Indian Tribal Historic Preservation Office
4553 South County Trail
Charlestown, RI 02813

Subject: **Notice of Availability for the Environmental Assessment:
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East
Providence, Lincoln, and North Smithfield, Rhode Island**

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Sincerely,

Carlos C. Machado
Division Administrator

Enclosures



U.S. Department
of Transportation
**Federal Highway
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Rhode Island Division

July 13, 2018

380 Westminister Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Ms. Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Subject: **Notice of Availability for the Environmental Assessment:
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East
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July 13, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Ms. Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
483 Great Neck Road, South
Mashpee, MA 02649

Subject: **Notice of Availability for the Environmental Assessment:
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East
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July 13, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Ms. Marissa Turnbull
Tribal Historic Preservation Officer
Natural Resources Protection & Regulatory Affairs
Mashantucket Pequot Tribal Nation
550 Trolley Line Blvd.
Mashantucket, CT 06338

Subject: **Notice of Availability for the Environmental Assessment:
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East
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Carlos C. Machado
Division Administrator

Notice of Availability

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Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/projects/tollingprogram>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

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U.S. Department
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August 2, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Ms. Bettina M. Washington
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Subject: Extension of Comment Period and Additional Public Hearings
Environmental Assessment
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence,
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Should you have any questions or require additional information, please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

Enclosures

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Environmental Assessment: Toll Locations 3, 4 & 6 through 13

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U.S. Department
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Rhode Island Division

August 2, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Ms. Marissa Turnbull
Mashantucket Pequot Tribal Nation
550 Trolley Line Blvd.
Mashantucket, CT 06338

Subject: Extension of Comment Period and Additional Public Hearings
Environmental Assessment
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence,
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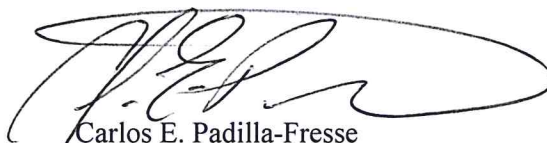
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Program Delivery Supervisor

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August 2, 2018

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Providence, RI 02903
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In Reply Refer To:
HEC-RI

Ms. Ramona Peters
Mashpee Wampanoag Tribe
483 Great Neck Road South
Mashpee, MA 02649

Subject: Extension of Comment Period and Additional Public Hearings
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Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/projects/tollingprogram>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.



U.S. Department
of Transportation

**Federal Highway
Administration**

Rhode Island Division

August 2, 2018

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

In Reply Refer To:
HEC-RI

Mr. John Brown
Narragansett Indian Tribe
4553 South County Trail
Charlestown, RI 02813

Subject: Extension of Comment Period and Additional Public Hearings
Environmental Assessment
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence,
Lincoln, and North Smithfield, Rhode Island

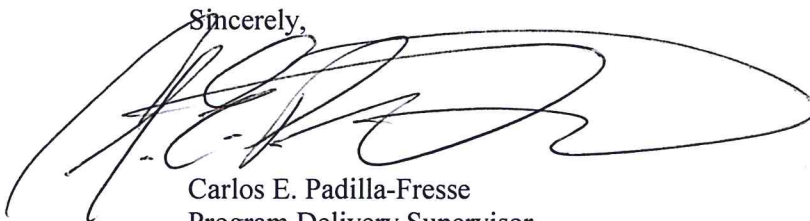
Dear Mr. John Brown,

Since sending you the Notice of Availability of the Environmental Assessment for the above referenced project, the Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, has extended the comment period and scheduled additional public hearings to allow for public comment. The additional public hearings have been scheduled for Tuesday, August 21 at 6 p.m. in the same location as the first hearings.

Please find the enclosed Notice of Availability. We invite you to review the EA and supporting technical memoranda. The comment period has been extended to August 24th. Comments may be submitted to me by mail or email.

Should you have any questions or require additional information, please contact me at 401-528-4577.

Sincerely,



Carlos E. Padilla-Fresse
Program Delivery Supervisor

Enclosures

Notice of Availability

Environmental Assessment: Toll Locations 3, 4 & 6 through 13

I-95, I-195, I-295, US Route 6, and RI Route 146

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by **August 24, 2018**.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on **August 21, 2018, at 6:00 PM** at the locations listed below.

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Central Falls High School, 24 Summer St, Central Falls, RI 02863

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Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

Sample Notice of Availability Letters



Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

July 10, 2018

John F. Pacheco III, President
Burrillville Town Council
105 Harrisville Main Street
Harrisville, RI 02830

Re: **Notice of Availability** for the Environmental Assessment: Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island

Dear John F. Pacheco III, President,

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by August 11, 2018.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

Please find the enclosed Notice of Availability. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 11, 2018**. Comments may be submitted by mail or email to me at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov.

Sincerely,

David W. Fish, P.E.
Administrator of Project Management
Rhode Island Department of Transportation



Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

July 31, 2018

Colonel Stephen J. Lynch, Chief of Police
Burrillville Police
1477 Victory Highway, PO Box 231
Burrillville, RI 02830

Re: **Extension of Comment Period and Additional Public Hearings**
Environmental Assessment
Toll Locations 3, 4 & 6 through 13; I-95, I-195, I-295, US Route 6, and RI Route 146
Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence,
Lincoln, and North Smithfield, Rhode Island

Dear Colonel Stephen J. Lynch, Chief of Police,

Since sending you the Notice of Availability of the Environmental Assessment for the above referenced project, the Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, has extended the comment period and scheduled additional public hearings to allow for public comment. The additional public hearings have been scheduled for Tuesday, August 21 at 6 p.m. in the same location as the first hearings. RIDOT solicits comments on the EA document by **August 24, 2018**.

Please find the enclosed **Notice of Availability**. We invite you to review the EA and supporting technical memoranda. Comments may be submitted to me by mail: David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email: DOT.BridgeRepairTolls@dot.ri.gov.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management
Rhode Island Department of Transportation

Notice of Availability Mailing List

John F. Pacheco III, President Burrillville Town Council 105 Harrisville Main Street Harrisville, RI 02830	Michael C. Wood, Town Manager Burrillville Town Manager 105 Harrisville Main Street Harrisville, RI 02830	Ray Goff, Planning Director Burrillville Planning Dept 144 Harrisville Main Street Harrisville, RI 02830
Betty Mencucci, President Burrillville Historical & Preservation Society 16 Laurel Hill Avenue, Box 93 Pascoag, RI 02859	Colonel Stephen J. Lynch, Chief of Police Burrillville Police 1477 Victory Highway, PO Box 231 Burrillville, RI 02830	Harold "Butch" Carter, Fire Chief Pascoag Fire Dept 105 Pascoag Main St. Pascoag, RI 02859
Michael Gingell, Fire Chief Harrisville Fire District 115 Central St. Harrisville, RI 02830	Harold "Butch" Carter, Fire Chief Pascoag Fire Dept 141 Howard Ave Pascoag, RI 02859	George O. Steere, Jr., President Glocester Glocester Town Council 1145 Putnam Pike Chepachet, RI 02814-0702
Karen Scott, Town Planner Glocester Planning Dept 1145 Putnam Pike P.O. Box B Chepachet, RI 02814-0702	Charlie Wilson Glocester Historic District Commission 1145 Putnam Pike P.O. Box B Chepachet, RI 02814-0702	Marie Sweet Glocester Heritage Society 1181 Main Street P.O. Box 269 Chepachet, RI 02814-0702
Joseph DelPrete, Chief of Police Glocester Police Dept 162 Chopmist Hill Road (Route 102 Chepachet, RI 02814	Robert G, Dauphinais, Chief of Fire Glocester Fire Dept, Chepachet Station #1 1170 Putnam Pike Chepachet, RI 02814	Robert G, Dauphinais, Chief of Fire Glocester Fire Dept, Harmony Station #1 194 Putnam Pike Glocester, RI 02814
Robert G, Dauphinais, Chief of Fire Glocester Fire Dept, West Glocester Station #1 Putnam Pike - Route 44 Glocester, RI 02814	Robert G, Dauphinais, Chief of Fire Glocester Fire Dept, West Glocester Station #2 George Allen Road Glocester, RI 02814	Denise DiFranco, President Foster Town Council 181 Howard Hill Road Foster, RI 02825
Cheryl Maynard, Town Planner Foster Planning Dept Foster Town Hall, 181 Howard Hill Road Foster, RI 02825	Edwin Robinson Foster Preservation Society P.O. Box 51 Foster, RI 02825	William Ziehl, Chief of Police Foster Police Dept 182 Howard Hill Road Foster, RI 02825
South Foster Volunteer Fire Company Foster Fire Dept 5 Mt Hygeia Rd Foster, RI 02825	Foster Center Volunteer Fire Co. Foster Fire Dept 86 Foster Center Rd Foster, RI 02825	John F. Mahoney, President Scituate Town Council 195 Danielson Pike, PO Box 328 Scituate, RI 02857
Calista McDermott, Town Planner Scituate Planning 195 Danielson Pike, PO Box 328 Scituate, RI 02857	Donald R Delaere, Jr., Chief of Police Scituate Police Dept 116 Main Street Hope, RI 02831	Hope Jackson Fire Co. Hope Jackson Fire Co. 117 Main St., P.O. Box 201 Hope, RI 02831
Adam Hebert, Fire Chief Scituate Fire Dept#1 201 Danielson Pike, P.O. Box 357 North Scituate, RI 02857	Glenford Shibley, President Coventry Town Council 1670 Flat River Road Coventry, RI 02816	Graham Waters, Town Manager Coventry Town Manager 1670 Flat River Road Coventry, RI 02816

Caroline Wells, Director
Coventry Dept of Planning and Development
1675 Flat River Road
Coventry, RI 02816

Frank Brown, Fire Chief
Central Coventry Fire District
240 Arnold Rd
Coventry, RI 02816

Steven Quattrini, Fire Chief
Western Coventry Fire District
110 Victory Highway
Coventry, RI 02816

David E. Provonsil, PE, Town Planner
West Greenwich Planning Dept
Town Hall, 280 Victory Highway
West Greenwich, RI '02817

Bud Tyler, Chief
West Greenwich Fire, Lake Mishnock Fire Co
166 Mishnock Rd.
West Greenwich, RI '02817

David Gosselin, Jr., President
West Warwick Town Council
1170 Main Street
West Warwick, RI 02893

Colonel John Magiera, Chief of Police
West Warwick Police
1162 Main Street
West Warwick, RI 02893

Gayle A. Corrigan, Town Manager
East Greenwich Town Manager
125 Main Street
East Greenwich, RI 02818

Capt. Stephen Brown, Chief of Police
East Greenwich Police Dept
176 First Avenue
East Greenwich, RI 02818

Randy R. Rossi, Town Manager
Smithfield Town Manager
64 Farnum Pike
Smithfield, RI 02917

Jim Murphy, President
Coventry Historical Society
7 Station Street
Coventry, RI '02816

Frank Brown, Fire Chief
Coventry Hopkins Hill Fire Dept
1 Bestwick Trail
Coventry, RI 02816

Mark Tourgee, President
West Greenwich Town Council
280 Victory Highway
West Greenwich, RI 02817

Richard N. Ramsay, Chief of Police
West Greenwich Police Dept
280 Victory Highway
West Greenwich, RI '02817

Ray Kelley, Chief
West Greenwich Fire, Hianloland Fire Company
270 Victory Hwy
West Greenwich, RI '02817

Ernest M. Zmyslinski
West Warwick Town Manager
1170 Main Street
West Warwick, RI 02893

Fire Chief Joseph Baris
West Warwick Fire Dept Headquarters
1176 Main Street
West Warwick, RI 02893

Lisa Bourbonnais, Director
East Greenwich Planning Dept
125 Main Street, Lower Level, P.O. 111
East Greenwich, RI 02818

Interim Fire Chief Kevin Robinson
East Greenwich Fire Dept, Administrative Offices
284 Main Street
East Greenwich, RI 02818

Michael Phillips, Planning Director
Smithfield Planning Dept
64 Farnum Pike
Smithfield, RI 02917

Colonel John S. MacDonald, Chief of Police
Coventry Police Headquarters
1075 Main Street
Coventry, RI '02816

Robert Warren, Fire Chief
Coventry Fire District
571 Washington Street
Coventry, RI 02816

Kevin A. Breene
West Greenwich Town Administrator
280 Victory Highway
West Greenwich, RI 02817

David Andrews Jr, Chief
West Greenwich Fire Dept
830 Nooseneck Hill Rd.
West Greenwich, RI '02817

Ray Kelley, Chief
West Greenwich Fire, Hianloland Fire Company
244 Plain Rd
West Greenwich, RI '02817

Mark Carruolo, Town Planner
West Warwick Planning Dept
1170 Main Street
West Warwick, RI '02893

Suzanne McGee Cienki, President
East Greenwich Town Council
125 Main Street
East Greenwich, RI 02818

Lea Hitchen
East Greenwich Historic District Commission
125 Main Street
East Greenwich, RI 02818

Paul M. Santucci, President
Smithfield Town Council
64 Farnum Pike
Smithfield, RI 02917

Historical Society of Smithfield
220 Stillwater Rd.
Smithfield, RI 02917

Randy Rossie	Richard P. St. Sauveur, Jr., Chief of Police	Fire Chief Robert Seltzer
Smithfield Historic Preservation Commission	Smithfield Police	Smithfield Fire DeptHeadquarters
64 Farnum Pike	215 Pleasant View Avenue	607 Putnam Pike
Smithfield, RI 02917	Smithfield, RI 02917	Smithfield, RI
James A. Diossa, Mayor	Robert Ferri, President	Peter Friedrichs, Director
Central Falls Mayor	Central Falls City Council	Central Falls Planning Dept
580 Broad Street	580 Broad Street	580 Broad Street
Central Falls, RI 02863	Central Falls, RI 02863	Central Falls, RI 02863
James Mendonca, Police Chief	Fire Chief Robert E. Bradley, Jr.	Richard Welch, President
Central Falls Police	Central Falls Fire Dept	North Kingstown Town Council
160 Illinois Street	160 Illinois Street	100 Fairway Drive
Central Falls, RI 02863	Central Falls, RI 02863	North Kingstown, RI 02852
Ralph Mollis, Town Manager	Nicole LaFontaine, Director	Henry Gauthier
North Kingstown Town Manager	North Kingstown Planning Dept	North Kingstown Historic District Commission
100 Fairway Drive	100 Fairway Drive	100 Fairway Drive
North Kingstown, RI 02852	North Kingstown, RI 02852	North Kingstown, RI 02852
Patrick Flanagan, Chief of Police	Fire Chief Fenwick Gardiner	Kristine S. Trocki, President
North Kingstown Police Dept	North Kingstown Fire DeptHeadquarters	Jamestown Town Council
8166 Post Road	8150 Post Road	93 Narragansett Avenue
North Kingstown, RI 02852	North Kingstown, RI 02852	Jamestown, RI 02835
Andy Nota, Town Administrator	Lisa W. Bryer, Town Planner	
Jamestown Town Administrator	Jamestown Planning Dept	Jamestown Historical Society
93 Narragansett Avenue	93 Narragansett Ave.	P.O. Box 156
Jamestown, RI 02835	Jamestown, RI 02835	Jamestown, RI 02835
Edward A. Mello, Chief of Police	James R. Bryer Jr., Chief of Dept	Robert J. Sylvia, President
Jamestown Police	Jamestown Fire Dept	Middletown Town Council
250 Conanicus Avenue	50 Narragansett Avenue	350 East Main Road
Jamestown, RI 02835	Jamestown, RI 02835-1167	Middletown, RI 02842
Shawn J. Brown, Town Administrator	Ronald M. Wolanski, Director	Gary Paquette
Middletown Town Administrator	Middletown Planning & Economic Development	Middletown Historical Society
350 East Main Road	350 East Main Road	P.O. Box 4196
Middletown, RI 02842	Middletown, RI 02842	Middletown, RI 02842-0496
Anthony M. Pesare, Police Chief	Peter Faerber Jr., Fire Chief	Keith E. Hamilton, President
Middletown Police Dept	Middletown Fire Dept	Portsmouth Town Council
123 Valley Road	239 Wyatt Road	2200 East Main Road
Middletown, RI 02842-0496	Middletown, RI 02842-0496	Portsmouth, RI 02871
Richard A. Rainer Jr., Town Administrator	Gary Crosby, Town Planner	Jim Garman
Portsmouth Town Administrator	Portsmouth Planning	Portsmouth Historical Society
2200 East Main Road	2200 East Main Road	870 East Main Road, P.O. Box 834
Portsmouth, RI 02871	Portsmouth, RI 02871	Portsmouth, RI 02871

Thomas Lee, Police Chief Portsmouth Police 2270 East Main Road Portsmouth, RI 02871	Michael M. Cranson, Fire Chief Portsmouth Fire 2300 East Main Road Portsmouth, RI 02871	Mayor Charles A. Lombardi North Providence Mayor 2000 Smith Street North Providence, RI 02911
Dino Autiello, President North Providence Town Council 2000 Smith Street North Providence, RI 02911	David Westcott, Director North Providence Planning 2000 Smith Street North Providence, RI 02911	Beverly Burgess North Providence Historic District Commission 2226 Mineral Spring Ave. North Providence, RI 02904
David P. Tikoian, Police Chief North Providence Police 1967 Mineral Spring Ave. North Providence, RI 02911	Leonard A. Albanese, Jr., Fire Chief North Providence Fire 1967 Mineral Spring Ave. North Providence, RI 02911	Mayor Lisa Baldelli-Hunt Woonsocket Mayor 169 Main Street Woonsocket, RI 02895
Daniel M. Gendron, President Woonsocket City Council 169 Main Street Woonsocket, RI 02895	N. David Bouley, Director Woonsocket Planning and Development 169 Main Street Woonsocket, RI 02895	Thomas F. Oates, III, Police Chief Woonsocket Police 242 Clinton Street Woonsocket, RI 02895
Paul A. Shatraw , Fire Chief Woonsocket Fire 5 Cumberland Hill Road Woonsocket, RI 02895	Mayor Henry F. Winthrop, Council Chairman Newport Chairman/Mayor 43 Broadway Newport, RI 02840	Christine O'Grady, City Planner Newport Planning Division 43 Broadway Newport, RI 02840
Diana Sylvaria Newport Historic District Commission 43 Broadway Newport, RI 02840	Thomas Goddard Newport Historical Society 82 Touro Street Newport, RI 02840	Gary T. Silva Newport Police 120 Broadway Newport, RI 02840
Peter D. Connerton Newport Fire 21 Marlborough Street Newport, RI 02840	Kevin P. McGovern, President Exeter Town Council 675 Ten Rod Road Exeter, RI 02822	Ashley Hahn-Sweet, Town Planner Exeter Planning 675 Ten Rod Road Exeter, RI 02822
Sheila Reynolds-Booth Exeter Historical Association, Inc. 159 Old Voluntown Rd Exeter, RI 02822	Exeter Fire DeptNo. 1 Exeter Fire 305 Ten Rod Road Exeter, RI 02822	Exeter Fire DeptNo. 2 Exeter Fire 366 Nooseneck Hill Rd Exeter, RI 02822
Frank B. Cook, Council President Attleboro Municipal Council 77 Park Street Attleboro, MA 02703	Gary Ayrassian, Director Attleboro Planning 77 Park Street Attleboro, MA 02703	Marian Wrightington Attleboro Historic District Commission City Hall 77 Park Street Attleboro, MA 02703
Attleboro Historic Preservation Society 28 Sanford Street Attleboro, MA 02703	Kyle P. Heagney, Chief of Police Attleboro Police 12 Union Street Attleboro, MA 02703-2911	Scott T. Lachance Attleboro Fire 100 Union Street Attleboro, MA 02703

Justin Piccirillo, Chair Uxbridge Board of Selectmen 21 South Main Street Uxbridge, MA 01569	David Colton, Interim Town Manager Uxbridge 21 South Main Street Uxbridge, MA 01569	Lynn Marchand, Assistant to Planning Board Uxbridge Planning Board 21 South Main Street, Room 205 Uxbridge, MA 01569
Michael Potaski Uxbridge Historic District Commission 21 South Main Street Uxbridge, MA 01569	Uxbridge Historical Society 44 Mendon Street Uxbridge, MA 01569	Jeffrey A. Lourie, Chief of Police Uxbridge Police Dept 275 Douglas St. Uxbridge, MA 01569
William Kessler, Fire Chief Uxbridge Fire-EMS Dept 25 South Main Street Uxbridge, MA 01569	Scott Avedisian Warwick Mayor 3275 Post Road Warwick, RI 02886	Joseph J. Solomon, President Warwick City Council 3275 Post Road Warwick, RI 02886
William DePasquale, Director Warwick Planning 3275 Post Road Warwick, RI 02886	Donna Tobin, Chair Warwick Historic District Commission 3275 Post Road Warwick, RI 02886	Felicia Castiglioni-Gardella Warwick Historical Society 25 Roger Williams Circle Warwick, RI 02886
Stephen M. McCartney, Police chief Warwick Police 99 Veterans Memorial Drive Warwick, RI 02886	James J. McLaughlin Warwick Fire 111 Veterans Memorial Drive Warwick, RI 02886	Mayor Jorge O. Elorza Providence Mayor 25 Dorrance Street Providence, RI 02903
David A. Salvatore, President Providence City Council 25 Dorrance Street Providence, RI 02903	Bonnie Nickerson, Director Providence Planning and Development Dept 444 Westminster Street Providence, RI 02903	Michael Marino Providence Historic District Commission 444 Westminster Street Providence, RI 02903-3215
Brent Runyon Providence Preservation Society 24 Meeting Street Providence, RI 02903	Colonel Hugh T. Clements, Jr., Police Chief Providence Police DeptPublic Safety Complex 325 Washington Street Providence, RI 02903	Commissioner Steven M. Paré, Acting Fire Chief Providence Fire 325 Washington Street Providence, RI 02903
Mayor Donald R. Grebien Pawtucket Mayor 137 Roosevelt Avenue Pawtucket, RI 02860	Council President Pawtucket City Council 137 Roosevelt Avenue Pawtucket, RI 02860	Susan Mara, Director Pawtucket Planning and Redevelopment Dept 137 Roosevelt Avenue Pawtucket, RI 02860
Fred Love, Chair Pawtucket Historic District Commission 137 Roosevelt Ave Pawtucket, RI 02860	Jocelyn Due Preservation Society of Pawtucket 67 Park Place Pawtucket, RI 02860	Tina Goncalves, Police Chief Pawtucket Police 121 Roosevelt Avenue Pawtucket, RI 02860
Fire Chief: William Sisson, Fire Chief Pawtucket Fire 155 Roosevelt Ave, Pawtucket, RI 02860	Mayor Allan Fung Cranston Mayor 869 Park Avenue Cranston, RI 02910	Michael J. Farina, President Cranston City Council 869 Park Avenue Cranston, RI 02910

Peter Lapolla, Director	Lynn Furney	Sandra Moyer
Cranston Planning Dept	Cranston Historic District Commission	Cranston Historical Society
869 Park Avenue	869 Park Avenue	1351 Cranston Street
Cranston, RI 02910	Cranston, RI 02910	Cranston, RI 02920
Colonel Michael J. Winquist	William M. McKenna, Fire Chief	Mayor Joseph Polisena
Cranston Police	Cranston Fire	Johnston Mayor
5 Garfield Avenue	301 Pontiac Avenue	1385 Hartford Avenue
Cranston, RI 02920	Cranston 02920	Johnston, RI 02919
Anthony A. Verardo, President	Town Planner	Louis McGowan
Johnston Town Council	Johnston Office of Planning and Economic Development	Johnston Historical Society
1385 Hartford Avenue	100 Irons Avenue	101 Putnam Pike
Johnston, RI 02919	Johnston, RI 02919	Johnston, RI 02919
Richard S. Tamburini, Police Chief	Timothy McLaughlin, Fire Chief	Mayor William Murray
Johnston Police Dept	Johnston Fire Dept	Cumberland Mayor
1651 Atwood Ave.	1520 Atwood Ave.	45 Broad Street
Johnston, RI 02919	Johnston, RI 02919	Cumberland, RI 02864
Peter J. Bradley, President	Jonathan Stevens, Director	David Balfour
Cumberland Town Council	Cumberland Planning	Cumberland Historic District Commission
45 Broad Street	45 Broad Street	45 Broad Street
Cumberland, RI 02864	Cumberland, RI 02864	Cumberland, RI 02864
John R. Desmarais, Chief of Police	Kenneth Finlay, Fire Chief	Robert Britto, Asst. Mayor
Cumberland Police	Cumberland Fire DeptHeadquarters	East Providence Council
1380 Diamond Hill Road	3502 Mendon Road	145 Taunton Ave
Cumberland, RI 02864	Cumberland, RI 02864	East Providence, RI 02914
Timothy Chapman, City Manager	Diane M. Feather, Acting Planning Director	Stephen Greenleaf
East Providence City Manager	East Providence Planning Dept	East Providence Historic District Commission
145 Taunton Ave	145 Taunton Ave	145 Taunton Ave
East Providence, RI 02914	East Providence, RI 02914	East Providence, RI 02914
Nancy Moore	Christopher Parella, Police Chief	Oscar M Elmasian, Fire Chief
East Providence Historical Society	East Providence Police	East Providence Fire Dept
14 Josephine Ave	750 Waterman Ave.	913 Broadway
Rumford, RI 02916	East Providence, RI 02916	East Providence, RI 02916
T. Joseph Almond, Town Administrator	Keith E. Macksoud, President	Albert Ranaldi, Jr., Town Planner
Lincoln Administrator	Lincoln Town Council	Lincoln Planning
100 Old River Road, P.O. Box 100	100 Old River Road, P.O. Box 100	100 Old River Road, P.O. Box 100
Lincoln, RI 02865	Lincoln, RI 02865	Lincoln, RI 02865
Brian Sullivan, Police chief	Peter Adam, Fire Chief	Richard Andrews, Fire Chief
Lincoln Police	Lincoln Manville Fire Dept	Lincoln Albion Fire Dept
100 Old River Road, P.O. Box 100	112 Old Main St	38 School St
Lincoln, RI 02865	Manville, RI 02838	Albion, RI 02802

Stephen Nunes, Fire Chief Lincoln Quinnville Fire Dept 861 Lower River Rd. Lincoln, RI 02865	Gary Ezovski, Town Administrator North Smithfield Administrator 1 Main Street PO Box 248 Slatersville, RI 02876	John Beauregard, President North Smithfield Town Council 1 Main Street PO Box 248 North Smithfield, RI 02876
Tom Kravitz, Town Planner North Smithfield Planning Dept 1 Main Street PO Box 248 Slatersville, RI 02876	Jeffrey Harris North Smithfield Historic District Commission One Main Street P.O. Box 248 Slatersville, RI 02876	Steven E. Reynolds, Chief of Police North Smithfield Police 575 Smithfield Road North Smithfield, RI 02876
Joel D. Jillson, Fire Chief North Smithfield Fire 1470 Providence Pike North Smithfield, RI 02876	Jack Reed One Exchange Terrace, Suite 408 Providence, RI 02903-1744	Sheldon Whitehouse 170 Westminster St, Suite 200 Providence, RI 02903
David Cicilline 1070 Main Street, Suite 300 Pawtucket, RI 02860	James Langevin 300 Centerville Rd. #200 Warwick, RI 02886	Ms. Marissa Turnbull Mashantucket Pequot Tribal Nation 550 Trolley Line Blvd. Mashantucket, CT 06338
Mr. John Brown Narragansett Indian Tribe 4553 South County Trail Charlestown, RI 02813	Ms. Bettina M. Washington Wampanoag Tribe of Gay Head/Aquinnah 20 Black Brook Road Aquinnah, MA 02535	Ms. Ramona Peters Mashpee Wampanoag Tribe 483 Great Neck Road South Mashpee, MA 02649
Peter Samuel National Park Service 200 Chestnut Street Philadelphia, PA 19106	Jamie Fosburgh National Park Service 15 State Street Boston, MA 02109	Timothy L. Timmermann, Associate Director USEPA 5 Post Office Square, Suite 100 Mail Code OEP06-3 Boston, MA 02109-3912
Ted Lavery USEPA 5 Post Office Square Mail Code OEP06-3 Boston, MA 02109-3912	Ken Moraff USEPA 5 Post Office Square Mail Code OEP06-5 Boston, MA 02109-3912	USEPA 1200 Pennsylvania Ave. Mail Code 4606M Washington, DC 20460
Commander Maj. Sonny B. Avichal USACOE 696 Virginia Road Concord, MA 01742	Wendi Weber USFWS 300 Westgate Center Drive Hadley, MA 01035	NEPA Reviewer USFWS 70 Commercial Street. Suite 300 Concord, NH 03301
R. Phou Vongkhamdy USDA 60 Quaker Lane Suite 40 Warwick, RI 02886	Carlos Padilla-Fresse FHWA 380 Westminster Street, Suite 601 Providence, RI 02903	Janet Coit, Director RI Dept of Environmental Management 235 Promenade Street Providence, RI 02908
Jeffrey Emidy, Acting Director RI Historical Preservation and Heritage Commission 150 Benefit Street Providence, RI 02902	Margaret Curran, Commission Chair RI Public Utilities Commission 89 Jefferson BLVD Warwick, RI 02888	Ray Studley RI Public Transit Authority 705 Elmwood Avenue Providence, RI 02907

Paul DiGiuseppe RI Statewide Planning Program One Capitol Hill, Third Floor Providence, RI 02908	Benny Bergantino , Review Coordinator RI Statewide Planning Program One Capitol Hill, Third Floor Providence, RI 02908	Brian M. Daniels RI League of Cities and Towns One State Street, Suite 502 Providence, RI 02908
Grover Fugate, Executive Director RI Coastal Resources Management Council Stedman Government Center, Suite 3, 4808 Tower Hill Road Worcester, MA 01604	Michael DiBiase, Director RI Dept. of Administration One Capitol Hill Providence, RI 02908	Jonathan Gulliver - Highway Administrator Massachusetts Dept of Transportation Headquarters 10 Park Plaza, Suite 4160, Boston, MA 02116
Barry Lorion, District Highway Director Massachusetts Dept of Transportation District 3 403 Belmont Street Worcester, MA 01604	Mary-Joe Perry, District Highway Director Massachusetts Dept of Transportation District 5 1000 County Street Taunton, MA 02780	Brona Simon, State Archaeologist, State Historic Preservation Officer Massachusetts Historical Commission 220 Morrissey Boulevard Boston, MA 02125
Devon Kurtz, Deputy Director Blackstone Heritage Corridor Inc. 670 Linwood Avenue Whitinsville, MA 01588	Alicia Lehrer, Executive Director Woonasquatucket River Watershed Council 45 Eagle Street, Suite 202 Providence, RI 02909	Christopher J. Fox, Executive Director Wood-Pawcatuck Watershed Association 203 Arcadia Road Hope Valley, RI 02832
Jason Dionne, President Blackstone Valley Historical Society 1873 Old Louisquisset Pike, P. O. Box 125 Lincoln, RI 02865	Blackstone River Watershed Council P.O. Box 8068 Cumberland, RI 02864	Lawrence Taft Aududon Society of Rhode Island 12 Sanderson Road Smithfield, RI 02917
Paul T. Rizzo, Bureau Chief, Bureau of Highway Operations Connecticut Dept of Transportation 2800 Berlin Turnpike Newington, CT 06111	Senator Maryellen Goodwin 325 Smith Street Providence RI 02908	Senator Ana B. Quezada 92 Crescent Street Providence RI 02907
Senator Gayle L. Goldin PO Box 2722 Providence RI 02906	Senator Dominick J. Ruggerio 82 Smith Street, Rm 318 Providence RI 02903	Senator Paul V. Jabour 529 Broadway Providence RI 02909
Senator Harold M. Metts 31 Tanner Street Providence RI 02907	Senator Frank A. Ciccone, III 15 Mercy Street Providence RI 02909	Senator Sandra Cano -
Senator Adam J. Satchell 1589 Main Street, 1st Floor West Warwick RI 02893.	Senator Walter S. Felag, Jr. 51 Overhill Road Warren RI 02885	Senator James A. Seveney 72 Macomber Lane Portsmouth RI 02871
Senator Louis P. DiPalma 24 Sail Court Middletown RI 02842	Senator Dawn Euer 34 Bliss Road Newport RI 02840	Senator Daniel Da Ponte 89 Plymouth Rd. East Providence RI 02914

Senator Donna M. Nesselbush
181 Raleigh Avenue
Pawtucket RI 02860

Senator Elizabeth A. Crowley
99 Lincoln Ave
Central Falls, RI RI 02863

Senator Thomas J. Paolino
19 Heritage Drive
Lincoln RI 02865

Senator William J. Conley, Jr.
3 Bridgham Court
Rumford RI 02916

Senator Ryan W. Pearson
23 Circuit Drive
Cumberland RI 02864

Senator Roger A. Picard
764 Mendon Road
Woonsocket RI 02895

Senator Stephen R. Archambault
195 Whipple Road
Smithfield RI 02917

Senator Paul W. Fogarty
P.O. Box 37, 112 Saw Mill Road
Harmony RI 02829

Senator Marc A. Cote
144 Woodland Road
Woonsocket RI 02895

Senator Frank Lombardo III
68 Rollingwood Drive
Johnston RI 02919

Senator Frank S. Lombardi
25 Briarbrooke Lane
Cranston RI 02921

Senator Hanna M. Gallo
285 Meshanticut Valley Parkway
Cranston RI 02920

Senator Joshua Miller
41 Talbot Manor
Cranston RI 02905

Senator Michael J. McCaffrey
115 Twin Oak Drive
Warwick RI 02889

Senator Jeanine Calkin
23 Fairhaven Avenue
Warwick RI 02889

Senator Erin Lynch Prata
28 Goodwin Street
Warwick RI 02818

Senator Cynthia Armour Coyne
8 Newbrook Drive
Barrington RI 02806

Senator Leonidas P. Raptakis
2080 Nooseneck Hill Road
Coventry RI 02816

Senator Elaine J. Morgan
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Ashaway RI 02804

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99 Middle Road
East Greenwich RI 02818-2801

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40 Blueberry Lane
North Kingstown RI 02852

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680 Glen Rock Road
West Kingston RI 02892

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6 Elm Street
Westerly RI 02891

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Representative Anastasia P. Williams
32 Hammond Street
Providence RI 02909

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74 Sawyer Street
Providence, RI 02907

Representative Grace Diaz
45 Adelaide Avenue
Providence, RI 02907

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299 California Avenue
Providence RI 02905

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42 Ophelia Street
Providence RI 02909

Representative Charlene M. Lima
455 Laurel Hill Avenue
Cranston, RI 02920

Representative Nicholas A. Mattiello
323 State House
Providence, RI 02903

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Cranston RI 02920

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34 Sagamore Road
Cranston RI 02920

Representative Arthur Handy
26 Welfare Avenue
Cranston, RI 02910

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Warwick, RI 02888

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West Warwick, RI 02894

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124 A Johnson Road
Foster, RI 02825

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Scituate RI 02825

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Johnston, RI 02919

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Johnston, RI 02920

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Lincoln RI 02865

Representative Mia A. Ackerman
6 Shelter Lane
Cumberland RI 02864

Representative Jeremiah T. O'Grady
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Lincoln RI 02865

Representative Cale P. Keable
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Pascoag, RI 02859

Representative Brian C. Newberry
53 Follett Street
North Smithfield, RI 02896

Representative Michael A. Morin
180 Allen St. Unit 202
Woonsocket RI 02895

Representative Stephen M. Casey
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Woonsocket RI 02985

Representative Robert D. Phillips
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Woonsocket RI 02985

Representative Alex Marszalkowski
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Smithfield, RI 02828

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North Providence, RI 02914

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North Providence, RI 02904

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P.O. Box 6506
Central Falls RI 02863

Representative James N. McLaughlin
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Cumberland, RI 02864

Representative Carlos E. Tobon
30 Bloomingdale Avenue
Pawtucket RI 02860

Representative Jean Philippe Barros
1 William Street
Pawtucket RI 02860

Representative David A. Coughlin, Jr.
9 Armistice Boulevard
Pawtucket RI 02860

Representative Raymond H. Johnston Jr.
102 Archer Street
Pawtucket, RI 02861

Representative Mary Duffy Messier
25 Olympia Avenue
Pawtucket, RI 02861

Representative Katherine S. Kazarian
380 Pleasant Street
East Providence RI 02916

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East Providence RI 02914

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73 Plymouth Road
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205 Promenade Street
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1 Newbrook Drive
Barrington RI 02806

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26 Harborview Avenue
Bristol RI 02809

Representative Susan R. Donovan
2 Rego Avenue
Bristol RI 02809

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69 South Avenue
Tiverton, RI 02878

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64 Birchwood Drive
Portsmouth RI 02871


Representative Kenneth J. Mendonca
20 Peleg Road
Portsmouth RI 02871

Representative Marvin L. Abney
12 Summer Street
Newport RI 02840


Representative Deborah Ruggiero
78 Columbia Avenue
Jamestown, RI 02835


Representative Lauren H. Carson
11 Willow Street #5
Newport RI 02840

H.2 Web Site Notice

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 **Press Releases**

Press Releases

RIDOT Posts Environmental Assessment for Next Ten Toll Locations

In accordance with the National Environmental Policy Act (NEPA), the Rhode Island Department of Transportation (RIDOT) today posted for public comment its Environmental Assessment (EA) for Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island.


RIDOT solicits comments on the EA document by August 11, 2018. RIDOT will hold public hearings to receive public comment on the EA on July 27, 2018 at 6:00 p.m. at the following locations:

Toll Gate High School, 575 Centerville Rd., Warwick, RI 02886

Mount Pleasant High School, 434 Mount Pleasant Ave., Providence, RI 02908

Central Falls High School, 24 Summer St., Central Falls, RI 02863

The Federal Highway Administration (FHWA) has acknowledged that the Environmental Assessment can be made available for public comments. Following the public comment period and once the comments are incorporated into the report, the FHWA will examine it further to determine if a full Environmental Impact Statement is warranted or the report results in a finding of no significant impact.



<https://www.ri.gov/index.php>


C.F.R 129.

<https://www.ri.gov><https://twitter.com/RIgov>


The Environmental Assessment will be posted on the RIDOT website and in public venues in public libraries and town halls close to the tolling locations on July 12. These towns are:

Attleboro, MA
Burrillville
Central Falls
Coventry
Cranston
Cumberland
East Greenwich
East Providence
Exeter
Foster
Glocester
Jamestown
Johnston
Lincoln
Middletown
Newport
N. Kingstown
N. Providence
N. Smithfield
Pawtucket
Portsmouth
Providence
Scituate
Smithfield
Uxbridge, MA
Warwick
West Greenwich
West Warwick

(https://www.ri.gov/index.php)



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Department or agency: Department of Transportation

Online: <http://www.dot.ri.gov> (<http://www.dot.ri.gov/>)

Release date: 07-12-2018

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The RhodeWorks Tolling Program



The RhodeWorks bridge tolling program is a unique approach to repairing bridges by tolling only specific types of tractor trailers. The tolls collected at each location in Rhode Island will go to repair the bridge or bridge group associated with that toll location.

The tolling program is part of the RhodeWorks legislation which became law in February of 2016 as a way to rebuild Rhode Island's infrastructure. RhodeWorks provides for the planning, execution, management and funding to bring the state's roads and bridges into a state of good repair by 2025. The full budget for RhodeWorks is about \$4.9 billion over ten years and about one tenth of that amount will come from the tolling program. The RhodeWorks law prohibits tolls on cars and small trucks.

Tolls will be collected along six major highway corridors at twelve locations. Each location is associated with a bridge or bridge group. The Rhode Island Department of Transportation (RIDOT) will repair or replace bridges with this revenue.

RIDOT has contracted with Kapsch TrafficCom to design, build, operate and maintain the electronic tolling system for ten years. The first tolling gantries will be in the southwestern part of Rhode Island along I-95.

Additional Tolling Public Hearing - August 21

Notice of Availability
Environmental Assessment: Toll Locations 3, 4 & 6 through 13

I-95, I-195, I-295, US Route 6, and RI Route 146

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North
Smithfield, Rhode Island

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by **August 24, 2018**.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on **August 21, 2018, at 6:00 PM** at the locations listed below.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/projects/tollingprogram>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

BRIDGE TOLLING PROJECT:

TOLL LOCATIONS 3, 4 & 6 THROUGH 13



Fact Sheet – May 2018

RIDOT Truck Tolling Program

Rhode Island Department of Transportation's (RIDOT) RhodeWorks truck only tolling program includes charging a toll on a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer to help fund repairs to its roads and bridges. Toll systems will be built along five major roads throughout the state.



Roosevelt Ave Bridge – East Parapet looking Southwest. Vertical cracks with efflorescence.



Louisquisset Pike Bridge with scale along base of rail and fiber wrapped sections.

East Street Bridge with exposed rebar and cracks.

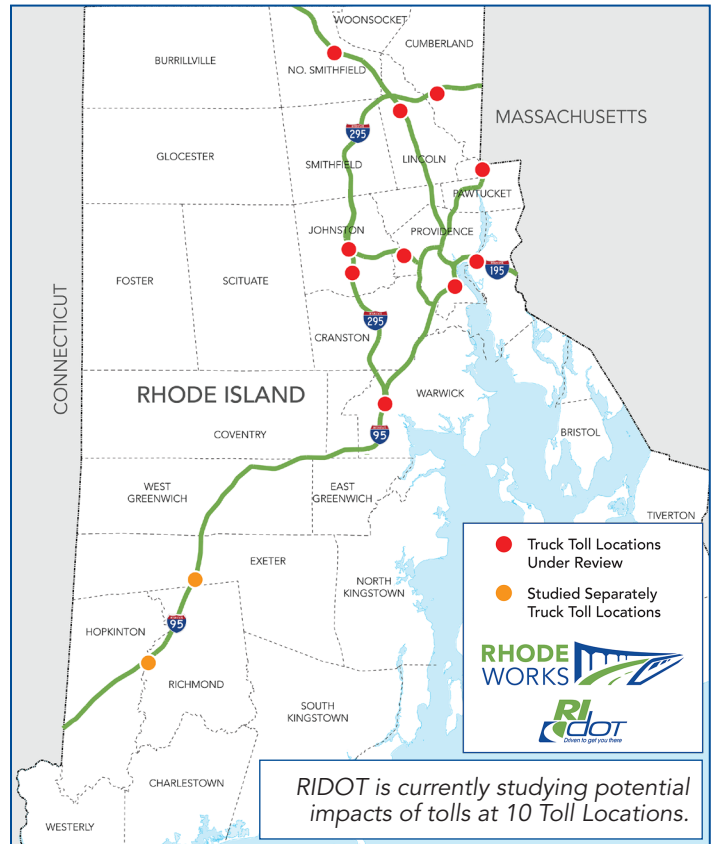
Tolls on applicable trucks will be collected at 12 locations. Two locations in southern Rhode Island along I-95 have been built. Ten additional locations are being designed and are under review. The Federal Highway Administration (FHWA) will make a determination about impacts from the tolling program. Pending approvals from FHWA, RIDOT anticipates collecting tolls in 2018.

Who Will Operate the Toll Gantries?

RIDOT selected Kapsch TrafficCom to design, build, operate and maintain the system for 10 years. RIDOT will set the toll rates in accordance with the mandates of the legislation.

How Will Tolls Be Collected?

The tolling system is fully electronic. Each gantry will be equipped with devices to read a truck's transponder and deduct the toll. Trucks without a transponder will be billed by mail using a camera that records license plates.



Will the Toll Systems Result in Impacts to the Environment or the Public?

RIDOT is preparing an Environmental Assessment (EA), a study and evaluation of potential impacts from construction and operation of the toll systems. The EA will be reviewed by FHWA and posted for public comment.

RIDOT is developing the EA for toll locations 3, 4 & 6 through 13 and will evaluate the potential impacts to the natural and human environment from the No Action (no gantries built) and the Proposed Action (toll gantries). The gantries will be built within the existing highway right-of-way with minimal ground disturbance. Consequently, very few direct impacts from gantry construction are anticipated.



Rural toll gantry rendering.



Urban toll gantry rendering.

The EA will also evaluate indirect impacts of the toll systems including impacts caused by trucks that choose to leave the highway and use an alternate route to avoid the toll. The EA will be made available for public review in 2018.

RhodeWorks Bridge Tolling Program: An Overview

The tolling program is part of the RhodeWorks legislation which became law in February of 2016 as a way to rebuild Rhode Island's infrastructure. Toll rates have not been set, but tolls on trucks with Radio-frequency identification



(RFID) are limited to once per toll facility, per day in each direction. Tolls for trucks are also limited to a \$20 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts and will not exceed \$40 per day for RFID equipped vehicles.

The legislation authorizing the tolling specifically prohibits tolls on cars and smaller trucks. The project will allow RIDOT to collect tolls for bridge repairs and improvements. Rhode Island ranks last in the U.S. in overall bridge condition. Increased revenue from tolls, federal funds and other revenue sources will allow RIDOT to repair and rebuild over 150 structurally deficient bridges and make repairs to 500 more bridges over 10 years. Without the new revenue, about half of the state's bridges will be structurally deficient by 2025. The state will realize significant savings by addressing the problem now instead of waiting.

Proposed Toll Locations and Associated Bridges

BRIDGE NAME	RTE #	CITY OR TOWN	PROPOSED BRIDGE IMPROVEMENT
Toll Gate	I-95	Warwick	Replace Superstructure
Centerville Road	I-95	Warwick	New Bridge
Oxford Street	I-95	Providence	Replace Superstructure
Roosevelt Ave	I-95	Pawtucket	Replace Superstructure
East Street	I-95	Pawtucket	Replace Superstructure
Aqueduct	I-295	Cranston	Replace Superstructure
Plainfield Pike	I-295	Cranston	Replace Superstructure
Greenville Ave	I-295	Johnston	Replace Superstructure
Hartford Pike	I-295	Johnston	Replace Deck and Strengthen
US 6	Rte 6	Johnston	Replace Superstructure
Scott Road	I-295	Cumberland	Replace Deck and Strengthen
Leigh Road	I-295	Cumberland	Replace Deck and Strengthen
Washington South	I-195	Providence and East Providence	Repair and Rehabilitate
Washington North	I-195	Providence and East Providence	Repair and Rehabilitate
Louisquisset Pike	Rte 146	Lincoln	New Bridge
Farnum Pike	Rte 146	No. Smithfield	New Bridge
Woonasquatucket River	Rte 6	Providence	Repair and Rehabilitate

Sign Up for Tolling Project Updates and Information on Construction Activities

For more information or to sign up for e-mail notices during construction visit RhodeWorks at <http://www.dot.ri.gov/rhodeworks>.

Tell us what you think!

Fill out the comment form on the RhodeWorks web page to send a comment or ask a question.

RIDOT operates its programs, services, and activities in compliance with federal nondiscrimination laws. If you have questions or concerns, please contact the Title VI Coordinator dina.i.quezada@dot.ri.gov.

RIDOT lleva a cabo sus programas, servicios y actividades en conformidad con las leyes federales contra la discriminación. Si tiene preguntas o dudas contacte a RIDOT oficina de derechos civiles/Title VI, dina.i.quezada@dot.ri.gov.

Esta hoja informativa está disponible en español en internet <http://www.dot.ri.gov/rhodeworks>.



Send Us Your Questions And Feedback.

Please fill out the form below completely or send separate comments to the mailing address or fax number shown. Responses to questions will also be posted in Frequently Asked Questions.

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*Last Name:

*Company:

*Address:

*City: *State:

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Please provide a valid email address in order for us to reply.

Enter Your Questions and Comments:

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Submit

Use online form or mail
or fax comments to:

Bridge Toll
System Project
RIDOT
Two Capitol Hill
Providence, RI 02903

Fax:
401-222-3435

Attention:
Daniel Waugh

Emails sent to RIDOT are a matter of public record subject to release, if requested.



H.3 Newspaper Cut Sheets

Santoro enters Alford plea in assault case from October

By **ETHAN SHOREY**
Valley Breeze Managing Editor

ethan@valleybreeze.com

CUMBERLAND – Paul Santoro, a first-term commissioner with the Cumberland Fire District and former challenger to Rep. Mia Ackerman in House District 45, covering Cumberland and Lincoln, entered a misdemeanor Alford plea to assault and battery charges in Superior Court Tuesday.

Santoro had been facing felony charges related to accusations he shoved a firefighter into a hot grill last fall.

An Alford plea is a no contest plea of a defendant who proclaims he is innocent of the crime, and differs from the standard nolo contendere (no contest) plea in that it doesn’t state that there are sufficient findings of guilt, according to Santoro’s attorney, John Harwood.

The misdemeanor plea was “a very good thing,” Harwood told *The Breeze*. His client will have no criminal record following court proceedings.

“It’s a good situation for everyone involved,” he said.

Santoro, who is running for re-election this fall as an at-large member of the Fire Committee, said he, too, was happy with the outcome, particularly that his actions were deemed a misdemeanor.

“I wish it never would have happened in the first place,” he said. “I wish I hadn’t put myself in that position.” He maintained that he’s “absolutely innocent” of what he was accused of, and the incident did not happen as described.

The Cumberland resident will likely be subject to paying court costs and restitution, said Harwood.

Santoro had been facing felony assault and battery and misdemeanor disorderly conduct charges stemming from an incident on Oct. 7, 2017, where he was accused of shoving a Pawtucket firefighter and former fire commissioner into a grill, burning his arm. The victim, Christopher Parent, reported that Santoro pushed him into the grill.

The incident occurred at the public safety hall on Cray Street in Cumberland.

According to accounts from those who were there last fall, Santoro was discussing firefighting issues with Parent when some disagreements arose. Santoro reportedly asked Parent if he wanted to go out back. Thinking the commissioner wanted to be able to talk more freely, Parent went with him through the kitchen, where Santoro reportedly rushed him, pushing him into the grill.

and findings, participants will learn how to create a handcrafted piece of jewelry. This class is for adults, teens and kids, ages 11 and older with their grown-ups.

All materials are provided; advanced signup is required. Stop by the reference desk or call 401-333-2422 ext. 22.

Make earrings or a bracelet at the Lincoln library

LINCOLN – Learn how to make a pair of earrings or a memory wire bracelet at the Lincoln Public Library, 145 Old River Road, on Monday, July 16, at 6:30 p.m. or Tuesday, July 17, at 10 a.m. Register for the session that works best for you.

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NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

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DaSilva clarifies misunderstanding of similar candidate names

Once again it is election time in North Providence and I would like to clear up some apparent confusion. Lately, in various social settings and governmental functions, it has come to my attention that members of the public think that a certain candidate running for the open District Two School Committee seat with the last name DaSilva is somehow related to me. That is not the case.

I would like to express my complete support for Charles “Chuck” Pollock, who is also running for the open North Providence District Two School Committee seat in the Democratic Primary on Sept. 12. Charles will be a

great asset on the School Committee and will bring expertise to the area of public safety. I know Charles Pollock to be a reasoned, thoughtful and responsive individual and he will represent children and their families as well as all residents with honor and integrity.

Thank you for the opportunity to clarify this unique political circumstance with respect to my last name.

RODERICK DASILVA

North Providence

DaSilva is the current Dist. 2 School Committee member

Accolades for candidate Corsini

Few contemporary candidates for public office enter the field with the extraordinary qualities and qualifications of Arthur Corsini. From personal observations, I will reflect on a few:

He is a compassionate, honest, selfless and dedicated gentleman with a wealth of management experience. Corsini was the principal of Stephen Olney Elementary School during the many years that my two grandchildren were students. I drove them to and from school daily, routinely watching until they entered the building and later waiting for them to be dismissed. It was during those times that I witnessed repeated acts of kindness, concern and responsibility for the students by Principal Corsini.

He greeted every student as they

entered the school building and escorted them to the school bus at dismissal, always holding his umbrella over their heads during pouring rainstorms. Did I neglect to say that he knew and greeted every student by name? Always upbeat and with a ready smile, I have never known him to be downcast. These actions come from the heart and not from the requirements of a job description. Parents, teachers, students and residents of North Providence alike will benefit immensely from Arthur Corsini’s presence on the North Providence School Committee and from the contributions to public education that he is certain to make on their behalf.

ERNEST E. RICCI

North Providence

IN BRIEF

Vaping now included in workplace smoking ban

PROVIDENCE – The use of electronic tobacco delivery products and vaping are now included in Rhode Island’s workplace smoking ban, under legislation sponsored by Senate President Dominick Ruggerio, North Providence, and signed by Gov. Gina Raimondo.

The legislation, which took effect July 1, adds the use of e-cigarettes, vaporizers, and similar products designed for electronic, vapor or aerosol delivery of nicotine, to the definition of “smoking” in the Public Health and Workplace Safety Act, which in 2005 banned smoking in in nearly all enclosed areas of places that are

open to the public, including private businesses, restaurants, most bars, public restrooms, athletic fields, health care facilities, shopping malls, bingo facilities, common areas of apartment buildings with more than four units and many other places.

The new law is meant to protect workers and the public from the effects of secondhand nicotine vapors. The World Health Organization recommends that electronic smoking devices not be used indoors, especially in smoke-free environments, to minimize the risk to bystanders of breathing emissions and to avoid undermining the enforcement of smoke-free laws.

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Letters to the Editor

Letters to the Editor are welcome from readers.

Please:

- Limit to 500 words. Longer letters may appear online only.
- Letters on local or state topics and issues will take precedence over those on national issues.
- No more than one letter per person every 8 weeks, please.
- All letters must be signed and include a hometown.

Send by e-mail to: news@valleybreeze.com, or mail to The Valley Breeze, 6 Blackstone Valley Place, Suite 204, Lincoln, RI 02865.

THE VALLEY
Breeze

From preceding page

ers to use the equipment at the same time. Brenda Galvin, a city parent and park advocate who said she’s known Kirwan since their children attended elementary school together, pointed out that BMX riders have been using the park regularly since August and have not run into issues with city officials or other park users until now.

“I was upset because more than half of the kids are on bicycles, and if you look at the videos of the groundbreaking and everything, there’s at least 20 kids sitting there on bicycles,” she said. “So to take it away now, after however many months it’s been open, it’s just ridiculous.”

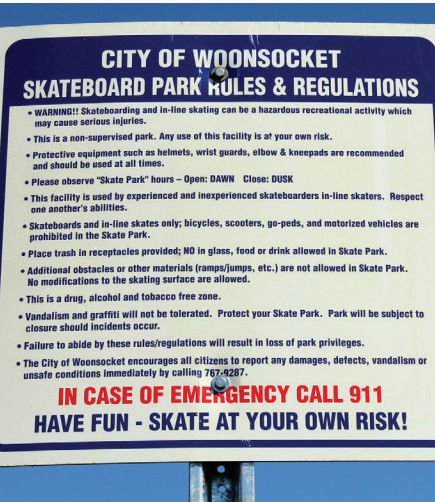
Galvin also expressed frustration that city officials never invested funds or applied for grants to purchase new equipment to supplement the donated equipment at the park, a long-term solution she and other park advocates claim was promised to them at the groundbreaking ceremony last year.

“It’s a sport just like any other. Not every kid is into your regular sports like basketball, football, soccer,” she said. “The city needs to do more for the kids. All children, not just one in particular.”

On Friday, Galvin created an online petition on change.org sharing Kirwan’s message regarding her shop and calling on city officials to upgrade the park. The petition quickly went viral, with residents of the city and the larger skating community reaching out to express their support for the park. As of press time on Tuesday, 1,071 people had signed the petition and Kirwan’s original Facebook post had been shared 559 times.

Reached by phone on Monday, Kirwan said she is uncertain whether the shop will close after all given the outpouring of support, but remains frustrated at the new regulations that she says will alienate 85 percent of the park’s users. After a tense standoff with police on Thursday during which she unbolted the sign stating the new park regulations before putting it back up, she said police have been making regular patrols of the area and asking BMX riders to leave the park.

Captain Michael Lemoine of the Woonsocket Police Department confirmed the department was notified of the policy change and began enforcing it last week, though he said the department does not intend



BREEZE PHOTO BY LAUREN CLEM

A sign posted last week specifies that “bicycles, scooters, go-peds, and motarized vehicles are prohibited in the skate park.”

to maintain a regular police presence at the park.

“We don’t have an officer sitting there making sure nobody with a bicycle is there, but if an officer patrolling drives by and sees somebody on a BMX bike in the park, of course we expect him to do his job and ask somebody to leave,” he said.

Though D’Agostino said the city has no intention of closing the park, supporters continue to express concerns online about the park’s future under its new regulations. Its patrons, meanwhile, are furious with the rules and in a state of panic, according to Kirwan.

“They’re tremendously upset and feel betrayed,” she said of the city’s young BMX bikers.

The Town of North Smithfield is requesting proposals for architectural and construction administration services related to the “Little red schoolhouse” 190 School Street, Forestdale, RI. The RFP may be obtained through the Town’s website under the tab, Bids and RFPs, located on the home page. A non-mandatory, though strongly encouraged, pre-proposal conference will occur at the school on July 23, 2018 at 10:00 a.m. RFP proposals with Fee Proposal Form are due Thursday, August 9, 2018 at 10 a.m.

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Administrator of Project Management



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AVISO DE DISPONIBILIDAD EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146
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INSURANCE & Financial Strategies



by
Brian M. Hunter
CPCU, CIC, AAI



INSURING YOUR PET

As advances in veterinary medicine introduce pets to treatments that were once only available to humans, the cost of caring for pets’ health has risen considerably. To stem these costs, increasing numbers of pet owners are purchasing pet insurance. The North American Pet Health Insurance Association reports that about 1.6 million U.S. pets currently have health insurance policies. Most policies cover cats and dogs, but there are also policies for birds and exotic pets. Costs vary in accordance with the pet’s age, breed, housing address, and the type of coverage selected. The policies will not cover preexisting conditions (some exclude hereditary and congenital conditions) and usually do not cover routine exams and care (such as annual checkups), but most cover accidents and illnesses.

For the past 25 years, **HUNTER INSURANCE, INC.**, has provided customers with quality and affordable insurance. We are a small business, so we know how to address the issues and concerns of similar companies. We even have insurance programs tailored for general contractors, funeral directors, and restaurant owners. To learn more about coverage, please call **769-9500**. Our office is located at **389 Old River Road, Lincoln**.

NOTE: Many pet owners find that it is best to insure their pets when they are young before they develop conditions that may exclude them from insurance in the future.

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13 REASONS

From Page 11

sequences of suicide continue long after the initial shock fades.

Beyond the graphic portrayal of Hannah’s suicide in the show, which he described as “glamorized,” Yingling said he had issues with the show itself.

“In the show, Hannah uses her death as a weapon, to get back at those who hurt her,” he said. “For young people watching the show, this makes suicide a much more attractive option.”

For Sanzi, “13 Reasons Why” raises more than a few concerns.

“The show is rated MA for mature audiences but has been directly targeted to middle schoolers and young high schoolers. As a parent and former educator, my fear is that children will watch this series alone, without any adult who loves them even aware that they’re watching it,” she said.

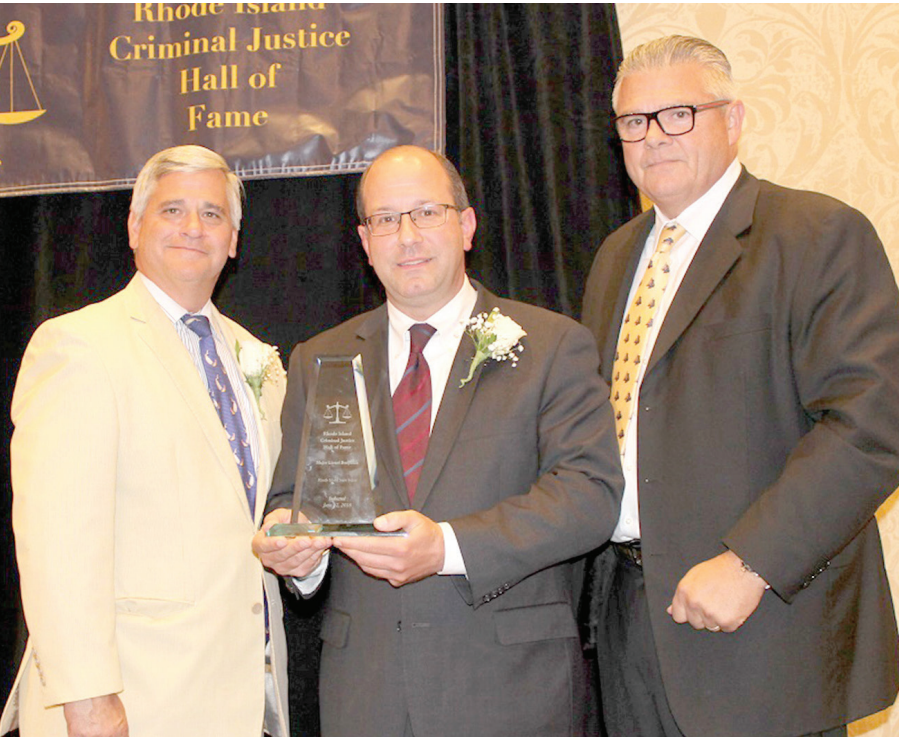
Sanzi added, “The producers of the show have sensationalized the very issues they rightly say we should be talking about. Whether it’s the suicide scene in the first season or the violent bathroom scene (a depiction of sexual violence on a male character) in the last episode

of season two, they have pushed the envelope further than necessary in the name of ‘dialogue’ and as a result, traumatized some viewers unnecessarily.”

Though viewers can watch the accompanying documentary, Sanzi added, “a viewer has to go out of their way to watch that and the episodes end in a way that makes anyone watching anxious to see what happens next.” In binge-watching mode, she argued, no one wants to pause the show to watch people “discuss” the previous episode.

Some local teenagers declined to comment on the drawbacks of the show on the record, but did say they think fewer young people are watching now than in the first season. The show isn't discussed nearly as much anymore, they said.

Sanzi recommends that parents ask their children about the show, decide if their children should be allowed to watch it, and watch the show with them if so. They should “keep lines of communication open, and be willing to talk about subjects that may be uncomfortable and even new for us,” she said. “And we as parents should be letting fellow parents (and teachers, friends) know about series like '13 Reasons Why' to help ensure it gets on the radar of as many adults who interact with kids as possible.”



MARK BENJAMIN, a special assistant attorney general with the Rhode Island Office of the Attorney General, accepted an award from Attorney General **PETER F. KILMARTIN**, left, on behalf of his late father, Rhode Island State Police Major Lionel “Pete” Benjamin, upon his posthumous induction into the 2018 Rhode Island Criminal Justice Hall of Fame. **BRENDAN DOHERTY**, right, retired colonel of the Rhode Island State Police and a 2016 Rhode Island Criminal Justice Hall of Fame Inductee and member of its Board of Trustees, nominated Major Benjamin for the induction and delivered the induction remarks at the ceremony held at the Crowne Plaza in Warwick. Benjamin was born and raised in North Providence and spent most of his live in Scituate.

IN BRIEF

Fiddle N’ Fun comes to the Pascoag Public Library

BURRILLVILLE - The musicians from Fiddle N’ Fun will perform songs, movement and instrument playing at the Pascoag Public

Library, 57 Church St., on Thursday, July 19, at 11 a.m.

Sign up at the Circulation Desk or call 401-568-6226.

Local news. Local owners.

You might think every newspaper would be like that.
But they aren’t. We are.

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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New company obligated to fulfill Link’s trash duties

PAWTUCKET – Waste Connections US Inc., the company that purchased Grotto Avenue transfer facility operator Link Environmental, is obligated to fulfill Link’s responsibilities through Aug. 31.

In a letter to the City Council, on the docket for the council meeting on Wednesday, July 11, Mayor Donald Grebien noted that the council voted to extend the contract with Link through Aug. 31, and the city then signed a “consent to assignment” agreement with Waste Connections obligating the company to fill in for Link on all work.

“Please be assured that this is procedural and does not go beyond our current agreement,” said Grebien in his letter. “As we continue our conversations regarding the future of our waste needs and the associated costs, the administration will set up a meeting with councilors and WCI.”

A previous plan to move and expand the waste transfer facility at a new location on Concord Street is dead, after the council unanimously passed a resolution opposing it last month.

Grebien’s letter to the council on the pact with Waste Connections was written prior to the council’s resolution.

Other options include completing massive upgrades to the existing transfer facility or shipping the city’s waste to the Central Landfill in Johnston.

MARIJUANA

From Page One

facilities must first be accepted by the Department of Business Regulation, and then may be issued a license based on compliance with a variety of requirements such as security, odor control, seed-to-sale tracking, interior renovation, and fire and building code compliance.

“None of these facilities are currently cultivating or producing medical marijuana at this time,” he said Monday.

Addresses are not listed on the state website, but Mother Earth Creations received its early Pawtucket approvals for a facility at 125 Esten Ave. Gardening for Good’s application for a special use permit was also approved last year, for a facility at 50 Patterson Ave.

Rosa declined to release the addresses of other approved facilities.

A number of other companies still have applications outstanding to operate centers in Pawtucket.

The City Council’s ordinance subcommittee, at its June 20 meeting, approved a new ordinance governing growing and sales of marijuana within city limits. That ordinance must still go before the City Council, and there was no word this week on when that will happen.

Ordinance Committee Chairman Terry Mercer said it was smooth sailing for the measure through ordinance, as there’s little the city can do about marijuana growers outside state control, and he expects a similar path before the full council. Growers will be allowed to operate “as long as they fit within the guidelines,” said Mercer.

CITY OF PAWTUCKET TAXES

FIRST Quarterly Payment of Real Estate, Tangible & Motor Vehicle Taxes are due JULY 16, 2018

Taxes unpaid after the due date will be subject to a (13%) thirteen percent penalty

Don’t have your account information?

Email us: taxinfo@pawtucketri.com.

FAILURE TO RECEIVE A TAX BILL DOES NOT EXCUSE ANYONE FROM PAYING TAXES AND ANY INTEREST PENALTY

Send your payment NOW or Pay Online

CITY OF PAWTUCKET- COLLECTIONS

137 Roosevelt Ave., Pawtucket, RI 02860

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David Fish, P.E.
Administrator of Project Management



Department of Transportation
Two Capitol Hill
Providence, RI 02903
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www.ridot.net

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND,
EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by August 11, 2018.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on July 27, 2018, at 6:00 PM at the locations listed below.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/tolling>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until August 11, 2018. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

David Fish, PE.
Administrator of Project Management



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AVISO DE DISPONIBILIDAD

EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND,
EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195, I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 11 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 27 de julio de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

El EA también está disponible para revisión pública en las siguientes ubicaciones:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Se pueden solicitar copias en papel de la EA y / o copias electrónicas por correo a David W. Fish, Administrador de Gestión de Proyectos, Departamento de Transporte de Rhode Island, Two Capitol Hill, Providence, Rhode Island 02903, o por correo electrónico a DOT.BridgeRepairTolls@dot.ri.gov. Lo invitamos a revisar la EA y los memorandos técnicos de apoyo. Los comentarios serán aceptados hasta el 11 de agosto de 2018. Los comentarios pueden enviarse a David W. Fish por correo postal o electrónico usando la misma información de contacto que se encuentra arriba.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contacte Daniel Waugh, Project Manager, a daniel.waugh@dot.ri.gov o 401-222-2694 ext. 4331 con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

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NARRAGANSETT

Trillo in fight with town over campaign sign at beach

Narragansett imposes \$500-a-day fine over 192-square-foot sign

By Patrick Anderson
Journal Staff Writer

NARRAGANSETT — Another bad day at the beach could be in store for Rhode Island gubernatorial candidate Joe Trillo.

With the 65-foot yacht he's used as a floating billboard sidelined after running aground last weekend off of Charlestown, Trillo now faces thousands of dollars in fines from the town of Narragansett for refusing to take down a large campaign sign on his family's property at Scarborough Beach.

Town officials say the 192-square-foot sign violates both local zoning and a ban on political signs until 60 days before an election. They are fining the Trillo family trust that owns the Scarborough property \$500 a day until the sign comes down. If the fines are upheld, the Trillos could be on the hook for \$4,500 in penalties, and counting.

But Trillo on Wednesday called the Narragansett flap "political" and vowed not to remove the sign until he's had his day in court.

"It is always about politics. That is where it is coming from," Trillo said. "Because no one seems to be bothered by this but the town."

Trillo acknowledged that the private residential property, occupied by his sister, sits in a zoning district designed for public land that does not allow any private signs.

But he says the town should be working with him to remedy the zoning situation, which was created when his family in 1986 sold the beachfront land known as Olivo's Beach to the state.

Instead, he said, town officials acted "like mafia guys," refusing to compromise on the issue and scaring his elderly sister.

"The thing that really upset me is that they went around the property and told her they were going to rip the sign down, and she was afraid for her safety," Trillo said.

Besides, he said, the town's rules on campaign



The Trillo for Governor sign on Ocean Road in Narragansett near the entrance to Scarborough Beach. [THE PROVIDENCE JOURNAL / KRIS CRAIG]

signs infringe on political speech and are likely unconstitutional.

But Narragansett Town Manager James M. Manni said the town was simply enforcing the rules that every other candidate for town, state or federal office observes and seem to have no problem with.

"The town gave the Trillo campaign every opportunity to remove the sign after it was explained to him it was in violation of several ordinances — and their response was: 'no,'" Manni said.

Even if the Trillo property on Ocean Road weren't in a "public" zoning district, Manni said, the sign would be too large. In residential districts, the maximum size for a yard sign is six square feet, which would be dwarfed by the billboard-like Trillo sign, he said.

And since political signs are banned anywhere in town until 60 days before voters head to the polls, Trillo would have to wait until September before he could advertise for the November general election.

Manni said his office received a complaint about the Trillo sign on July 3. In response, building inspector Anthony Santilli went to the property and spoke to the owners, who agreed to take it down by July 6.

But when that Friday came around, Manni said, the sign remained and the town was referred to the Trillo campaign, which indicated it would stay.

"This is a rare occurrence in Narragansett," Manni said. "Our ordinances are well-known, and the vast majority of people do not violate them."

A hearing on the violation is

scheduled for July 19 in Narragansett Municipal Court.

The Scarborough sign controversy is the latest colorful episode in the Trillo campaign's effort to drive name recognition in unconventional ways.

At the start of this month, he began touring Rhode Island beaches in his 65-foot yacht, the Lady M, a large campaign banner lashed to the topsides and patriotic music blaring from speakers.

Manni said the town had received complaints from beachgoers at Narragansett Town Beach about noise from the Lady M, but didn't have any basis to take action.

Last weekend, the Lady M's campaigning was cut short when it hit a rock near the Charlestown Breachway, began taking on water and had to be rescued by the Coast Guard.

And on Tuesday evening, the Rhode Island Board of Elections issued an advisory opinion, which Trillo said he found confusing, on whether parking campaign trucks on corporate property would be considered a campaign contribution.

In the Scarborough sign fight, Trillo may have an ally in the American Civil Liberties Union of Rhode Island, which opposes Narragansett's curbs on political advertising.

"The Town of Narragansett's ban on the posting of political signs more than 60 days before an election is blatantly unconstitutional, and we have the court orders to prove it," wrote ACLU of RI Executive Director Steven Brown in an email. "The Town should immediately stop enforcing this ban and rescind it at the earliest possible opportunity."

POLITICS

Firm fined over improper '14 donations to Raimondo, others

Equity firm agrees to \$100K fine to settle 'pay-to-play' allegations

By Patrick Anderson
Journal Staff Writer

PROVIDENCE — A California private equity firm has agreed to pay a \$100,000 fine to federal regulators to settle "pay-to-play" allegations that associates made improper political contributions to candidates, including then-Rhode Island General Treasurer Gina Raimondo.

An executive with Oaktree Capital Management gave Raimondo \$1,000 in September 2014 as she campaigned for what would be a successful bid for governor, according to the firm's settlement agreement with the Securities and Exchange Commission. Campaign finance filings with the state Board of Elections show the contribution was from Caleb Kramer, managing director of Oaktree.

The Raimondo campaign returned the contribution the next month, but it had already put Oaktree in violation of federal rules

barring investment firms from donating to officials who can influence the investment of public funds.

In 2011, Rhode Island's State Investment Commission, which Raimondo chaired, agreed to invest \$20 million with Oaktree, according to Treasury figures.

"The donation was made online — one of thousands made in the final months of the 2014 campaign — and was returned as soon as it was flagged through campaign vetting processes, within the same fundraising quarter," Emily Samsel, press secretary for the Raimondo campaign, wrote in an email. A separate \$150 contribution from Jeffrey Nordhaus, then with Oaktree, "didn't even hit the campaign's radar" because of its size, Samsel said.

But although Oaktree, not Raimondo herself, was the target of the SEC probe, her opponents in this year's upcoming campaign for governor Wednesday attacked it as unseemly.

Republican Allan Fung: "Rhode Islanders intuitively know that donors in California, New York, and Chicago have no real altruistic interest in our state. This is pay-to-play Raimondo finally getting

caught by the Feds."

Republican Giovanni Feroce: "Raimondo has traded the hard-earned pensions of our fellow citizens in a pay-to-play scheme that set up a personal campaign contributions piggy bank."

Republican Patricia Morgan: "This makes you wonder how many other contributions she received from people connected to hedge funds."

Democrat Matt Brown: "She consistently takes contributions from people affiliated with companies that do business before the state, including employees of General Dynamics and Invenergy."

Samsel fired back: "Both Mayor Fung and Matt Brown are so obsessed with attacking Governor Raimondo they'll issue Trump-style fake news statements before actually reading a full report."

Another Oaktree contribution flagged by the SEC was to Los Angeles Mayor Eric Garcetti, a longtime Raimondo friend from their days as Rhodes Scholars at Oxford.

Since 2011, the pension fund's investment in Oaktree has posted an annual return of 11.8 percent net of fees, according to Treasury figures.

Trump claims Germany ‘controlled’ by Russia

BRUSSELS (AP) — President Donald Trump barreled into a NATO summit Wednesday with claims that a natural gas pipeline deal has left Germany “totally controlled” and “captive to Russia” as he lobbed fresh complaints about allies’ “delinquent” defense spending during the opening of what was expected to be a fraught two-day meeting.

Trump also suggested that NATO allies commit to spending 4 percent of their gross domestic product on defense — double the current goal of 2 percent by 2024.

The president, in a testy exchange with NATO Secretary-General Jens Stoltenberg that kicked off his visit, took issue with the U.S. protecting Germany as it strikes deals with Russia.

“I have to say, I think it’s very sad when Germany makes a massive oil and gas deal with Russia where we’re supposed to be guarding against Russia,” Trump said at a breakfast with Stoltenberg. “We’re supposed to protect you against Russia but they’re paying billions of dollars to Russia and I think that’s very inappropriate.”

Trump repeatedly described Germany as “captive to Russia” because of the energy deal and urged



U.S. President Donald Trump gestures while speaking to NATO Secretary General Jens Stoltenberg during their bilateral breakfast on Wednesday in Brussels, Belgium.

NATO to look into the issue.

German Chancellor Angela Merkel pushed back firmly, insisting that Germany makes its own decisions and drawing on her own background growing up in communist East Germany behind the Iron Curtain.

“I’ve experienced myself a part of Germany controlled by the Soviet Union and I’m very happy today that we are united in freedom as the Federal Republic of Germany and can thus say that we can determine our own policies and make our own decisions and that’s very good,” she said.

The president appeared to be referring to the Nord Stream 2 pipeline that would bring gas from Russia

to Germany’s northeastern Baltic coast, bypassing Eastern European nations like Poland and Ukraine and doubling the amount of gas Russia can send directly to Germany. The vast undersea pipeline is opposed by the U.S. and some other EU members, who warn it could give Moscow greater leverage over Western Europe. It’s expected to be online at the end of 2019.

Environmental-conscious Germany is trying to reduce its reliance on coal and is phasing out nuclear power by 2022, so it hopes to use natural gas to partially fill the gap until the country’s electricity grid can cope with fluctuating levels provided by renewable energy.

Find in China suggests human relatives left Africa earlier

NEW YORK (AP) — Stone tools recovered from an excavation in China suggest that our evolutionary forerunners trekked out of Africa earlier than we thought.

Until now, the oldest evidence of human-like creatures outside Africa came from 1.8 million-year-old artifacts and skulls found in the Georgian town of Dmanisi. But the new find pushes that back by at least 250,000 years.

“It’s absolutely a new story,” said archaeologist Michael Petraglia of the Max Planck Institute for the Science of Human History in Jena, Germany, who did not participate in the study. “It means that early humans were getting out of Africa way earlier than we ever realized.”

That exit came long before our own species, Homo sapiens, even appeared. The researchers believe the tools were made by another member of the Homo evolutionary group.

The items included several chipped rocks, fragments and hammer stones. The 96 artifacts were dug up in an area known as the Loess Plateau, north of the Qinling mountains, which divide the north and south of China.

Some of them were as old as 2.1 million years,



A stone flake found in an archaeological site in the Loess Plateau in China.

according to the study in Wednesday’s journal Nature.

“We were very excited,” said Zhaoyu Zhu, a professor at the Guangzhou Institute of Geochemistry, who led the field work. “One of my colleagues suddenly noticed a stone embedded in a steep outcrop. After a short while, more artifacts were found — one after another.”

The tools were distributed throughout layers of dirt, suggesting our unidentified ancient relatives came back to the same

site over and over, possibly following animals to hunt. Researchers also found bones of pigs and deer, but were not able to provide proof that the tools were used for hunting.

Some experts not involved in the research think that the findings need to be taken with caution.

“I am skeptical,” said Geoffrey Pope, an anthropologist from William Paterson University in New Jersey. “I suspect this discovery will change very little.”

Senate calls for more say on tariffs in bipartisan vote

WASHINGTON (AP) — Lawmakers went on record Wednesday to express their frustration with the Trump administration’s growing use of tariffs as the Senate passed a nonbinding resolution designed to give Congress more say about trade penalties imposed in the name of national security.

The measure, which passed by an 88-11 vote, directs Capitol Hill negotiators trying to reconcile separate spending bills to include language giving Congress a role when such tariffs are put in place.

Those negotiators are free to ignore the Senate’s guidance, and the role that Congress would play would have to be worked out down the road.

Sen. Bob Corker, R-Tenn., who pushed the tariff language, acknowledged the effort is “a baby step.”

But Sen. Jeff Flake, R-Ariz., said the vote amounted to a rebuke of President Donald Trump’s use of a national security waiver to impose tariffs on steel and aluminum imports from Canada, Mexico and the European Union. “We have to rein in abuse of presidential authority and restore Congress’ constitutional authority in this regard,” Flake said.

The administration on Tuesday ramped up its trade dispute with China by announcing a possible second round of tariffs targeting a \$200 billion list of Chinese goods. The United States complains that China uses predatory practices to challenge American technological dominance. Chinese tactics, the administration says, include outright cybertheft and forcing U.S. companies to hand over technology in



Workers inside this boat apply finishing details at Regal Marine Industries in Orlando, Fla. on Wednesday. Among the products the U.S. has targeted for tariffs are aluminum, steel and goods made from those metals, vehicles and their components and computer parts.

exchange for access to the Chinese market.

The latest actions have fueled anxiety among lawmakers about a trade war that could hurt U.S. farmers and manufacturers. But the Senate resolution focused on a much narrower question: Should lawmakers have more say, or even final sign-off authority, before the president imposes tariffs on national security grounds?

Corker’s goal is to require congressional approval before such tariffs are enacted, but he has been unsuccessful in getting a vote on such a measure. He said Wednesday’s vote tells him “that people believe (Trump) is abusing his authorities.” Corker said he will keep pushing for stronger, binding legislation.

The 11 senators who voted against the measure were Republicans from states where Trump has high approval ratings.

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Today in History

Today's Highlight in History
On July 18, 1940, the Democratic National Convention at Chicago Stadium nominated President Franklin D. Roosevelt (who was monitoring the proceedings at the White House) for an unprecedented third term in office; earlier in the day, Eleanor Roosevelt, left, spoke to the convention, becoming the first presidential spouse to address such a gathering.

On this date
In A.D. 64, the Great Fire of Rome began, consuming most of the city for about a week. (Some blamed the fire on Emperor Nero, who in turn blamed Christians.)
In 1863, during the Civil War, Union troops spearheaded by the 54th Massachusetts Volunteer Infantry, made up of black soldiers, charged Confederate-held Fort Wagner on Morris Island, S.C. The Confederates were able to repel the Northerners, who suffered heavy losses; the 54th's commander, Col. Robert Gould Shaw, above, was among those who were killed.

In 1944, Hideki Tojo was removed as Japanese premier and war minister because of setbacks suffered by his country in World War II. American forces in France captured the Normandy town of St. Lo.
In 1969, Sen. Edward M. Kennedy, D-Mass., left a party on Chappaquiddick Island near Martha's Vineyard with Mary Jo Kopechne, 28; some time later, Kennedy's car went off a bridge into the water. Kennedy was able to escape, but Kopechne drowned.
In 1984, gunman James Huberty



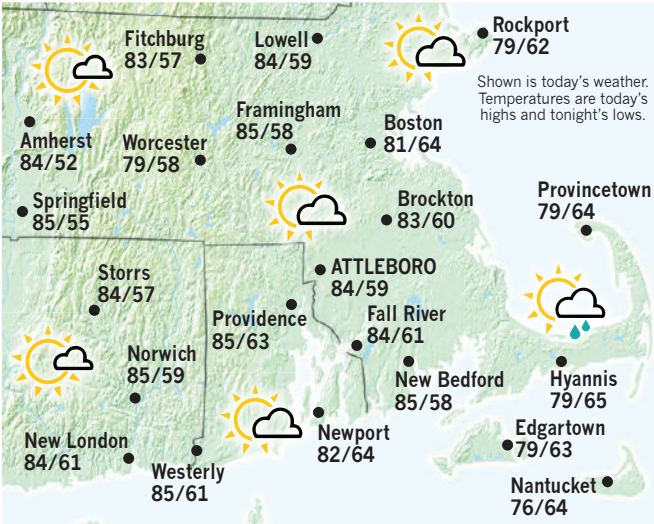
WEATHER

THREE-DAY FORECAST FOR THE ATTLEBOROS

Today	Tonight	Thursday	Friday
HIGH 84	LOW 59	82 57	86 59
Turning sunny; less humid	Clear	Sunny and pleasant	Mostly sunny
RF: 90	RF: 58	RF: 89/58	RF: 92/60

RF: The patented AccuWeather.com RealFeel Temperature® is an exclusive index of effective temperature based on eight weather factors.

REGIONAL WEATHER



opened fire at a McDonald's fast food restaurant in San Ysidro, California, killing 21 people before being shot dead by police.
In 2013, Once the very symbol of American industrial might, Detroit became the biggest U.S. city to file for bankruptcy, its finances ravaged and its neighborhoods hollowed out by a long, slow decline in population and auto manufacturing.
In 2017, President Donald Trump declared that it was time to "let Obamacare fail" after the latest Republican effort to repeal President Barack Obama's health care law was blocked in the Senate.

Today's Birthdays

Actor James Brolin, below, is 78.
Baseball Hall of Famer Joe Torre is 78.
Business mogul Richard Branson is 68.
World Golf Hall of Famer Nick Faldo is 61.
Actress Elizabeth McGovern is 57.



ALMANAC DATA

Statistics through 5 p.m. yest. (records courtesy City of Attleboro).
Temperature
High89°
Low.....72°
Normal high83°
Normal low65°
Record high99° in 1999
Record low39° in 1946
Precipitation (in inches)
24 hours ending 5 p.m. 0.00
Month to date 0.14
Normal month to date 1.68
Year to date 27.81
Normal year to date 25.39

SUN & MOON

Sun	Rise	Set
Today	5:25 a.m.	8:17 p.m.
Thu.	5:26 a.m.	8:16 p.m.

Moon	Rise	Set
Today	11:51 a.m.	none
Thu.	12:57 p.m.	12:04 a.m.

MOON PHASES

First	Full	Last	New
Jul 19	Jul 27	Aug 4	Aug 11

Forecasts and graphics provided by AccuWeather, Inc. ©2018

Talk show host-actress Wendy Williams is 54.
Actor Vin Diesel is 51. Actor Grant Bowler is 50.
Actress Kristen Bell is 38.
Actor Chace Crawford is 33.

Thought for Today

"While we read history we make history."
— George William Curtis, American author-editor (1824-1892).

THE ASSOCIATED PRESS

Police: Driver was texting just before he struck pedestrian

WORCESTER (AP) — Police say a Massachusetts driver was texting and speeding in the moments before he struck and killed a pedestrian crossing the street last month.

The Telegram & Gazette reports that 21-year-old Tyler Hamilton was on his way home from work at a Grafton pub on June 12 when he

allegedly struck and killed 20-year-old Gabriella Lowell as she crossed a Worcester street in a crosswalk. Hamilton has been charged with vehicular homicide.
According to a police report, Hamilton was exchanging texts with someone the same minute as the crash. Police also say he was driving 42 mph in a 30-mph zone. Hamilton stopped at the scene. Hamilton's attorney called Lowell's death "a tragic accident" and says his client is "extremely remorseful."

Coast Guard helps sick fisherman

BOSTON (AP) — Officials say a Coast Guard aircrew has medevaced a sick fisherman near Cape Cod waters.
The captain of the fishing vessel Provider notified Coast Guard shortly after 2 p.m. Tuesday of a sick crew member. The 40-year-old crew member was experiencing serious abdominal pain.
An Air Station Cape Cod MH-60 Jayhawk helicopter crew responded

to the boat nearly six miles off the coast of Nantucket, hoisting the fisherman onto a medical helicopter.
He was transferred on shore to awaiting emergency medical services.
Mass. grad student dies on school trip to Ecuador
BOSTON (AP) — Authorities say a Massachusetts graduate student and former employee of a district attorney's office has died

during a school-sponsored trip to Ecuador.
Officials say University of Massachusetts Boston student Fatima Breton died Sunday. The cause of Breton's death wasn't immediately available, by officials say she was hiking when she suffered a medical emergency.
Fifty-seven-year-old Breton, of Methuen, was a student in the John W. McCormack Graduate School of Policy and Global Studies. She also worked in the Suffolk County District Attorney's Office.

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146
WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

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Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

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Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until August 11, 2018. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

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ark, looking for the last pieces of le't behind

BEACHSIDE CLEANUP

on beach cleanup

draw people, explains Toll Gate student Alex Gaspar. Gaspar says by working from 7 to 11 a.m., he still has plenty of time to do other activities with his afternoon. Additionally, he says, "I didn't really know anyone coming in, but everyone is relatively friendly, and it's easy to get to know people."



BEACHSIDE CLEANUP: Toll Gate Student Nick Badway picks up cigarette butts along the City Park shoreline.

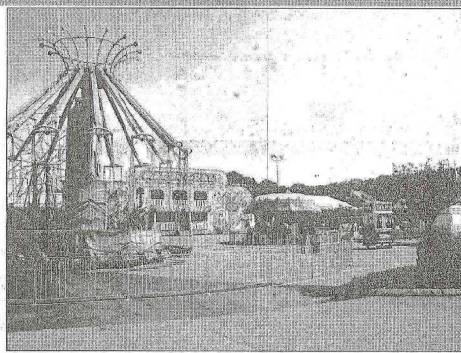
All of the workers agree it's not a bad way to spend the morning.

Mattie Fortaine, also a Toll Gate student, said that although she's happy to clean up the beach, she questions why others can't seem to do it themselves.

"It's so easy to want to come here and keep it clean. It's even better to clean up and get paid a bit for it as well," she said. Serena Cook, also a member of the crew, agrees. She says the hours are great, she has weekends off, and, as a consistent visitor at Oakland Beach, she is more than willing to do the job. She said, "I'm basically getting paid to walk around and do what every person has moral obligation to do, clean up after themselves while visiting the beach."



KEEPING IT CLEAN: A trash picker looks for ends along City Park beach. (Warwick Beacon photo)



Calm before the crowd

The parking lot of the former Berry's on West Shore Rd was empty of people yet at the same time of carnival attractions on Wednesday. That's because the carnival was set to start at 6:00 p.m. Wednesday, and will run 6:00 to 10:00 again Thursday night, then 6:00 to 11:00 on Friday and Saturday nights. The carnival is sponsored by the J.O.N.A.H. [Join Our Neighborhood And Help] that continues to support community programs including scholarships. Per weather.com, the next few days will be mostly sunny with highs in the 80s and lows in the 60s, with a 0% chance of precipitation all weekend. This marks the first time the parking lot of the now-closed Berry's store is going to be used for a public event. (Warwick Beacon photo)

Girl Scouts to honor 6 women of distinction at Oct. 16 ceremony

Girl Scouts of Southeastern New England Reveals Names of the 2018 Leading Women of Distinction Awards Honorees

Girl Scouts of Southeastern New England (GSSNE) has announced that the 2018 Leading Women of Distinction Awards will be held at the Skyline at Waterplace in Providence on Tuesday, October 16th from 8 to 9:30 a.m.

The 2018 Leading Women of Distinction Honorees emulate the Girl Scout G.I.R.L. spirit of Go-getter, Innovator, Risk-taker and Leader throughout their careers and serve as inspiring examples for the young girls in our communities. This year's Honorees are: Mai Donohue, Author/Editor; Daniela Abbott, Principal Architect - Abbott Naval Architects; Alexandra Curtis, RI National Guard, Former Miss Rhode Island; Deborah Ricci, Director of Business Operations, Carousel Industries; and Rep. Teresa Tanzi, Representative, Rhode Island State House.

"The Girl Scout Movement started with

the voice of our founder, Juliette Gordon Low. Juliette was driven by the belief that girls needed a special all-girl environment where they could discover their own voice, and use it to strengthen their communities. Our 2018 Leading Women of Distinction honorees emulate the importance of this legacy and they are strong, female role models who utilize their leadership skills to make our community a better place," GSSNE CEO Pam Hyland said in a release.

Since 2015, the GSSNE Leading Women of Distinction Honorees have been a direct reflection of what Girl Scouting stands for - they are both impressive and inspiring. GSSNE hopes that through positive, girl-led, girl-centric experiences and exposure to strong, female role models, all girls are able to thrive in the direction of their ambitions and lead lives full of courage, confidence and character.

To learn more about the 2018 Leading Women of Distinction Awards and to purchase tickets visit www.gssne.org.

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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Cranston
Cumberland
East Greenwich
East Providence
Exeter
Foster

Glocester
Jamestown
Johnston
Lincoln
Middletown
N. Providence
Newport
North Kingstown
North Smithfield
Pawtucket

Portsmouth
Providence
Scituate
Smithfield
Uxbridge, MA
Warwick
West Greenwich
West Warwick
Woonsocket

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Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration
Rhode Island Division
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David W. Fish, PE
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David Fish, PE.

Administrator of Project Management



Department of Transportation
Two Capitol Hill
Providence, RI 02903
401-222-2450
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AVISO DE DISPONIBILIDAD

EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND,
EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195, I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 11 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 27 de julio de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

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El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
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Se pueden solicitar copias en papel de la EA y / o copias electrónicas por correo a David W. Fish, Administrador de Gestión de Proyectos, Departamento de Transporte de Rhode Island, Two Capitol Hill, Providence, Rhode Island 02903, o por correo electrónico a DOT.BridgeRepairTolls@dot.ri.gov. Lo invitamos a revisar la EA y los memorandos técnicos de apoyo. Los comentarios serán aceptados hasta el 11 de agosto de 2018. Los comentarios pueden enviarse a David W. Fish por correo postal o electrónico usando la misma información de contacto que se encuentra arriba.

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NARRAGANSETT

Trillo in fight with town over campaign sign at beach

Narragansett imposes \$500-a-day fine over 192-square-foot sign

By Patrick Anderson
Journal Staff Writer

NARRAGANSETT — Another bad day at the beach could be in store for Rhode Island gubernatorial candidate Joe Trillo.

With the 65-foot yacht he's used as a floating billboard sidelined after running aground last weekend off of Charlestown, Trillo now faces thousands of dollars in fines from the town of Narragansett for refusing to take down a large campaign sign on his family's property at Scarborough Beach.

Town officials say the 192-square-foot sign violates both local zoning and a ban on political signs until 60 days before an election. They are fining the Trillo family trust that owns the Scarborough property \$500 a day until the sign comes down. If the fines are upheld, the Trillos could be on the hook for \$4,500 in penalties, and counting.

But Trillo on Wednesday called the Narragansett flap "political" and vowed not to remove the sign until he's had his day in court.

"It is always about politics. That is where it is coming from," Trillo said. "Because no one seems to be bothered by this but the town."

Trillo acknowledged that the private residential property, occupied by his sister, sits in a zoning district designed for public land that does not allow any private signs.

But he says the town should be working with him to remedy the zoning situation, which was created when his family in 1986 sold the beachfront land known as Olivo's Beach to the state.

Instead, he said, town officials acted "like mafia guys," refusing to compromise on the issue and scaring his elderly sister.

"The thing that really upset me is that they went around the property and told her they were going to rip the sign down, and she was afraid for her safety," Trillo said.

Besides, he said, the town's rules on campaign



The Trillo for Governor sign on Ocean Road in Narragansett near the entrance to Scarborough Beach. [THE PROVIDENCE JOURNAL / KRIS CRAIG]

signs infringe on political speech and are likely unconstitutional.

But Narragansett Town Manager James M. Manni said the town was simply enforcing the rules that every other candidate for town, state or federal office observes and seem to have no problem with.

"The town gave the Trillo campaign every opportunity to remove the sign after it was explained to him it was in violation of several ordinances — and their response was: 'no,'" Manni said.

Even if the Trillo property on Ocean Road weren't in a "public" zoning district, Manni said, the sign would be too large. In residential districts, the maximum size for a yard sign is six square feet, which would be dwarfed by the billboard-like Trillo sign, he said.

And since political signs are banned anywhere in town until 60 days before voters head to the polls, Trillo would have to wait until September before he could advertise for the November general election.

Manni said his office received a complaint about the Trillo sign on July 3. In response, building inspector Anthony Santilli went to the property and spoke to the owners, who agreed to take it down by July 6.

But when that Friday came around, Manni said, the sign remained and the town was referred to the Trillo campaign, which indicated it would stay.

"This is a rare occurrence in Narragansett," Manni said. "Our ordinances are well-known, and the vast majority of people do not violate them."

A hearing on the violation is

scheduled for July 19 in Narragansett Municipal Court.

The Scarborough sign controversy is the latest colorful episode in the Trillo campaign's effort to drive name recognition in unconventional ways.

At the start of this month, he began touring Rhode Island beaches in his 65-foot yacht, the Lady M, a large campaign banner lashed to the topsides and patriotic music blaring from speakers.

Manni said the town had received complaints from beachgoers at Narragansett Town Beach about noise from the Lady M, but didn't have any basis to take action.

Last weekend, the Lady M's campaigning was cut short when it hit a rock near the Charlestown Breachway, began taking on water and had to be rescued by the Coast Guard.

And on Tuesday evening, the Rhode Island Board of Elections issued an advisory opinion, which Trillo said he found confusing, on whether parking campaign trucks on corporate property would be considered a campaign contribution.

In the Scarborough sign fight, Trillo may have an ally in the American Civil Liberties Union of Rhode Island, which opposes Narragansett's curbs on political advertising.

"The Town of Narragansett's ban on the posting of political signs more than 60 days before an election is blatantly unconstitutional, and we have the court orders to prove it," wrote ACLU of RI Executive Director Steven Brown in an email. "The Town should immediately stop enforcing this ban and rescind it at the earliest possible opportunity."

POLITICS

Firm fined over improper '14 donations to Raimondo, others

Equity firm agrees to \$100K fine to settle 'pay-to-play' allegations

By Patrick Anderson
Journal Staff Writer

PROVIDENCE — A California private equity firm has agreed to pay a \$100,000 fine to federal regulators to settle "pay-to-play" allegations that associates made improper political contributions to candidates, including then-Rhode Island General Treasurer Gina Raimondo.

An executive with Oaktree Capital Management gave Raimondo \$1,000 in September 2014 as she campaigned for what would be a successful bid for governor, according to the firm's settlement agreement with the Securities and Exchange Commission. Campaign finance filings with the state Board of Elections show the contribution was from Caleb Kramer, managing director of Oaktree.

The Raimondo campaign returned the contribution the next month, but it had already put Oaktree in violation of federal rules

barring investment firms from donating to officials who can influence the investment of public funds.

In 2011, Rhode Island's State Investment Commission, which Raimondo chaired, agreed to invest \$20 million with Oaktree, according to Treasury figures.

"The donation was made online — one of thousands made in the final months of the 2014 campaign — and was returned as soon as it was flagged through campaign vetting processes, within the same fundraising quarter," Emily Samsel, press secretary for the Raimondo campaign, wrote in an email. A separate \$150 contribution from Jeffrey Nordhaus, then with Oaktree, "didn't even hit the campaign's radar" because of its size, Samsel said.

But although Oaktree, not Raimondo herself, was the target of the SEC probe, her opponents in this year's upcoming campaign for governor Wednesday attacked it as unseemly.

Republican Allan Fung: "Rhode Islanders intuitively know that donors in California, New York, and Chicago have no real altruistic interest in our state. This is pay-to-play Raimondo finally getting

caught by the Feds."

Republican Giovanni Feroce: "Raimondo has traded the hard-earned pensions of our fellow citizens in a pay-to-play scheme that set up a personal campaign contributions piggy bank."

Republican Patricia Morgan: "This makes you wonder how many other contributions she received from people connected to hedge funds."

Democrat Matt Brown: "She consistently takes contributions from people affiliated with companies that do business before the state, including employees of General Dynamics and Invenergy."

Samsel fired back: "Both Mayor Fung and Matt Brown are so obsessed with attacking Governor Raimondo they'll issue Trump-style fake news statements before actually reading a full report."

Another Oaktree contribution flagged by the SEC was to Los Angeles Mayor Eric Garcetti, a longtime Raimondo friend from their days as Rhodes Scholars at Oxford.

Since 2011, the pension fund's investment in Oaktree has posted an annual return of 11.8 percent net of fees, according to Treasury figures.

NOTICE OF AVAILABILITY
ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146
WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND,
EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by August 11, 2018.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on July 27, 2018, at 6:00 PM at the locations listed below.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/tolling>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until August 11, 2018. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

David Fish, P.E.
Administrator of Project Management



Department of Transportation
Two Capitol Hill
Providence, RI 02903
401-222-2450
www.ridot.net

AVISO DE DISPONIBILIDAD
EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146
WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND,
EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195, I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 11 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 27 de julio de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

El EA también está disponible para revisión pública en las siguientes ubicaciones:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Se pueden solicitar copias en papel de la EA y / o copias electrónicas por correo a David W. Fish, Administrador de Gestión de Proyectos, Departamento de Transporte de Rhode Island, Two Capitol Hill, Providence, Rhode Island 02903, o por correo electrónico a DOT.BridgeRepairTolls@dot.ri.gov. Lo invitamos a revisar la EA y los memorandos técnicos de apoyo. Los comentarios serán aceptados hasta el 11 de agosto de 2018. Los comentarios pueden enviarse a David W. Fish por correo postal o electrónico usando la misma información de contacto que se encuentra arriba.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contacte Daniel Waugh, Project Manager, a daniel.waugh@dot.ri.gov o 401-222-2694 ext. 4331 con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

David Fish, P.E.
Administrator of Project Management



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Today in History

Today is Thursday, July 12, the 193rd day of 2018. There are 172 days left in the year.

Today’s highlight in history

On July 12, 1909, the House of Representatives joined the Senate in passing the 16th Amendment to the U.S. Constitution, allowing for a federal income tax, and submitted it to the states. (It was declared ratified in February 1913.)

On this date

In 1543, England’s King Henry VIII married his sixth and last wife, Catherine Parr.

In 1812, United States forces led by Gen. William Hull entered Canada during the War of 1812 against Britain. (However, Hull retreated shortly thereafter to Detroit.)

In 1817, author, poet and naturalist Henry David Thoreau was born in Concord, Massachusetts.

In 1862, during the Civil War, President Abraham Lincoln signed a bill authorizing the Army Medal of Honor.

In 1957, President Dwight D. Eisenhower was flown by helicopter from the White House to a secret mountain-top location as part of a drill involving a mock nuclear attack on Washington.

In 1960, the Etch A Sketch Magic Screen drawing toy, invented by French electrician Andre Cassagnes, was first produced by the Ohio Art Co.

In 1962, The Rolling Stones played their first-ever gig at The Marquee in London.

In 1967, rioting erupted in Newark, New Jersey, over the police beating of a black taxi driver; 26 people were killed in the five days of violence that followed.

In 1977, President Jimmy Carter defended Supreme Court limits on government payments for poor women’s abortions, saying, “There are many things in life that are not fair.”

In 1984, Democratic presidential candidate Walter F. Mondale announced his choice of U.S. Rep. Geraldine A. Ferraro of New York to be his running-mate; Ferraro was the first woman to run for vice president on a major-party ticket.

In 1994, President Bill Clinton, visiting Germany, went to the eastern sector of Berlin, the first U.S. president to do so since Harry Truman.

In 2001, Abner Louima, the Haitian immigrant tortured in a New York City police station, agreed to an \$8.7 million settlement with the city and its police union.

Ten years ago: Former White House press secretary Tony Snow died in Washington, D.C. at age 53. Former All-Star outfielder and longtime Yankees broadcaster Bobby Murcer died in Oklahoma City at age 62. Angelina Jolie gave birth at a hospital on the French Riviera to twins Knox and Vivienne, making a family of eight with Brad Pitt.

Five years ago: Homeland Security Secretary Janet Napolitano announced her resignation. A train carrying hundreds of passengers derailed and crashed outside Paris; at least six people were killed and dozens injured. NSA leaker Edward Snowden emerged from weeks of hiding in a Moscow airport, meeting with Russian officials and rights activists. The Texas Senate passed sweeping new abortion restrictions, sending them to Gov. Rick Perry to sign into law after weeks of protests and rallies that drew thousands of people to the Capitol.

One year ago: President Donald Trump’s nominee to lead the FBI, Christopher Wray, told a Senate panel that he did not believe that a special counsel investigation into possible Russian ties between Russia and the Trump campaign was a “witch hunt,” as Trump had characterized it. Former Brazilian President Luiz Inacio Lula da Silva was found guilty of corruption and money laundering and sentenced to almost 10 years in prison.

Today’s birthdays

Movie director Monte Hellman is 89. Actor-comedian Bill Cosby is 81. Singer-musician Christine McVie is 75. Actress Denise Nicholas is 74. Singer-songwriter Butch Hancock is 73. Fitness guru Richard Simmons is 70. Singer Walter Egan is 70. Writer-producer Brian Grazer is 67. Actress Cheryl Ladd is 67. Country singer Julie Miller is 62. Gospel singer Sandi Patty is 62. Actress Mel Harris is 62. Actor Buddy Foster is 61. Rock guitarist Dan Murphy (Soul Asylum) is 56. Actress Judi Evans is 54. Rock singer Robin Wilson (Gin Blossoms) is 53. Actress Natalie Desselle Reid is 51. Actress Lisa Nicole Carson is 49. Olympic gold medal figure skater Kristi Yamaguchi is 47. Country singer Shannon Lawson is 45. Rapper Magoos is 45. Actress Anna Friel is 42. Rhythm-and-blues singer Tracie Spencer is 42. Actress Alison Wright is 42. Actor Steve Howey is 41. Actor Topher Grace is 40. Actress Michelle Rodriguez is 40. Actress Kristen Connolly is 38. Country singer-musician Kimberly Perry (The Band Perry) is 35. Actor Matt Cook (TV: “Man With a Plan”) is 34. Actress Natalie Martinez is 34. Actor Bernard David Jones is 33. Actress Ta’Rhonda Jones is 30. Golfer Inbee Park is 30. Actress Rachel Brosnahan is 28. Actor Erik Per Sullivan is 27. Olympic gold medal gymnast Jordyn Wieber is 23. Nobel Peace laureate Malala Yousafzai is 21.

Thought for today

“The tragedy is not that things are broken. The tragedy is that they are not mended again.”

— Alan Paton, South African author (1903-1988).

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Thursday	ragansett.	Friends of Westerly Library Book Fair: 9 a.m. - 5:30 p.m. Free. Westerly Library, 44 Broad St., Westerly.
“A Comedy of Tenors”: 8 p.m. The Granite Theatre, 1 Granite St., Westerly.	Coffee and Coloring: 10:30 a.m. - 12 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.	Noank Village Farmers' Market: 4 p.m. - 7 p.m. Free. Spicer Park, corner of Mosher Ave./ Ward Ave., Noank.
Blacksmithing Workshop for Kids: 9 a.m. - 12 p.m. South County Museum, 115 Strathmore St., Nar-ragansett.	Cookbook Book Club: 1 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.	North Stonington Fair: 5 p.m. - 11 p.m. North Stonington Fairgrounds, 21 Wyassup Road, North Stonington.
Chess Club: 5:30 p.m. - 7:30 p.m. Free. Westerly Library & Wilcox Park, 44 Broad St., Westerly.	Cruise the Pavilion: 4 p.m. Boneyard BBQ, 15A Frontier Road, Hopkinton.	Rhode Island Philharmonic Summer Pops presented by Citizens Bank: 8 p.m. Free. Narragansett Town Beach, 39 Boston Neck Road., Narragansett. .
Drive in Movies: 9 p.m. Wuskenau Town Beach, pondside lot, 316 Atlantic Ave., Westerly.	Firefly Friday Nights: 7:30 p.m. - 9 p.m. \$6.80 - \$8. Coogan Farm, 162 Green-manville Ave., Mystic.	Theatre By the Sea Children's Festival: 10 a.m. Theatre By the Sea, 364 Cards Pond Road, Westerly.
Drop-in Knitting: 1 p.m. - 3 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.	Friday Night Concert: Dan and Bonnie Milner: 7 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.	Saturday
Family Adventure Afternoons: 1 p.m. - 3 p.m. \$10.20 - \$12. Denison Pequotsepos Nature Center, 109 Pequotsepos Road, Mystic.	Friends of the Robert Beverly Hale Library Annual Book Sale: 10 a.m. - 4 p.m. Robert Beverly Hale Library, 2601 Commodore Perry Hwy, South Kingstown.	“A Comedy of Tenors”: 8 p.m. The Granite Theatre, 1 Granite St., Westerly.
Family Fun: Magic Show with Russ DeSimone: 6:30 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.		A Walk Through Time: 1 p.m. Osbrook Preserve, Osbrook Point Road, Pawcatuck.
Friends of Westerly Library Book Fair: 9 a.m. - 7:30 p.m. Free. Westerly Library, 44 Broad St., Westerly.		
Literature of the Sea Series: 6 p.m. - 7:30 p.m. Westerly Library & Wilcox Park, 44 Broad St., Westerly.		
Meet the Creature Teachers: 10:30 a.m. Wheeler Library, 101 Main St., North Stonington.		
Miss Art's Picasso's Kids: 10:30 a.m. - 12 p.m. Free. Kettle Pond Visitor Center, 50 Bend Road, Charlestown.		
North Stonington Fair: 5 p.m. - 11 p.m. North Stonington Fairgrounds, 21 Wyassup Road, North Stonington.		
Stonington Harbor Cruises: 6:30 p.m. - 8 p.m. \$20 - \$25. New England Science & Sailing, 72 Water St., Stonington.		
Stonington Historical Society Program: 6 p.m. La Grua Center, 32 Water St., Stonington.		
Summer Soundwaves Concerts: 6 p.m. - 8 p.m. Esker Point Beach, 900 Groton Long Point Road, Groton.		
Tech Help: 2 p.m. - 4 p.m. Bill Memorial Library, 240 Monument St., Groton.		
Thoughtful Thursdays: 5:15 p.m. - 6:15 a.m. Free. The Stonington Free Library, 20 High St., Stonington.		
Westerly Farmers Market: 10 a.m. - 1 p.m. Ice skating rink, 85 Main St., Westerly.		
“World War II in Rhode Island”: 7:30 p.m. Quonochontaug Grange, 5662 Post Road, Charlestown.		
Friday		
“A Comedy of Tenors”: 8 p.m. The Granite Theatre, 1 Granite St., Westerly.		
Basic Yoga: 4 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.		
Blacksmithing Workshop for Kids: 9 a.m. - 12 p.m. South County Museum, 115 Strathmore St., Nar-		

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

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Cranston	Middletown	Uxbridge, MA
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CITY & TOWN



PHOTOS BY TOM MAGUIRE/THE SUN CHRONICLE

Hayden Frank works on the short-term forecast in the new operations center for the National Weather Service in Norton.

WEATHER: NWS opens new headquarters

FROM PAGE A3

state Reps. Jay Barrows, R-Mansfield, and Steven Howitt, R-Seekonk, along with U.S. Rep. Joseph Kennedy III, D-Brookline.

“Being unprepared for and unaware of extreme weather can have life-threatening consequences in our communities,” Kennedy said.

The new, advanced facility will allow the weather service to better alert the public when powerful storms approach.

Norton Town Manager Michael Yunits joked about being a storm chaser himself and said he was glad the weather service chose to locate in Norton.

Later he said that because the weather service is leasing the new building from a private company, Condyne Capital Partners, the town will receive property taxes for the building.

JIM HAND may be reached at 508-236-0399 or jhand@thesunchronicle.com. You can follow him on Twitter at @TSCpolitics.



New building of the National Weather Service in Norton, officially opened on Wednesday.

CAMPS: Aiming for a summer of fun for area kids

FROM PAGE A3

to generous YMCA donors.

Finberg sees about 1,000 children over the course of a summer, and 60 percent come for more than four weeks, Beane said.

And sometimes just one summer isn’t enough.

Nicholas Tellier has been a camper at Finberg since he was 4. He’s now 15.

“My connections with my friends keep me coming back every year,” Tellier said.

The Attleboro resident is now a counselor in training, and while he is no longer a camper, he still enjoys Finberg just as much.

“There is no stress, and no phones,” he said. “Camp has taught me the skills I need to be able to talk to new people.”

Nicolas Graber, 12, of Attleboro, said he began attending Finberg because of his parents work schedule, but now it’s how he prefers to spend his summer.

“Camp is a break from school. It’s a place of less responsibility and a way to meet new people,” he said, adding that the only downside is the occasional sunburn.

Finberg is the Attleboro YMCA’s main traditional camp and requires advance weekly registration. But, for parents who prefer daily registration, the YMCA also offers Camp Lees Pond and Camp Pleasant.

“Camp Finberg sure has evolved,” said Courtney Daggett, assistant director of programming.

She, too, is a Finberg veteran. Now 21, Daggett has spent each summer since she was 5 years-old in its woods and fields.

“Camp teaches kids how to problem-solve,” she said. “It also teaches them how to deal with failure, which just means getting up and trying again.”

Finberg enforces a no-phone rule to ensure social-

ization between kids.

“Parents often try camps to get their kids away from video games,” Daggett said.

Finberg has campers from several towns, including Norton, Mansfield, Rehoboth, Attleboro and North Attleboro.

“Kids wouldn’t meet their friends from other towns if it weren’t for camp,” Daggett said.

The camp’s directors agreed on three core values that represent Finberg: friendship, accomplishment and belonging.

And at the ropes course, staff members like Timothy Goebel practice a “challenge-by-choice” philosophy.

The high platform is the goal, but Goebel says that progression throughout the week is necessary in order to get there.

Campers begin with ground games, then they try low ropes, and eventually, hopefully, they graduate to the high platform.

‘No pressure’

“There is no pressure,” Goebel said, 21, Norton. “On the high swing, for example, kids can swing as high or as low as they want.”

Goebel says that positive peer reinforcement is what gets many campers across the tightrope or down the zip-line.

“And they all have the biggest smiles when they accomplish what they want,” Goebel said.

The Hockomock Area YMCA offers local camps in Bellingham, Foxboro, Franklin, Mansfield and North Attleboro.

The Invensys Foxboro branch hosts team, traditional, and STEM camps, to name a few, and like Finberg, many campers stay the entire summer.

The branch’s camp director, Ashli Phillips, says that camp is an opportunity for kids to “use their



PAUL CONNORS / THE SUN CHRONICLE

Campers Sarah Regan, 12, lets a bucketful of water rain down upon her while playing on the splash pad adjacent to the swimming pool at Camp Finberg.

imagination,” “work on social skills” and “try new things,” all in an accepting environment.

Mary Lee Griffin, co-coordinator of early childhood and elementary education at Wheaton College, agrees: summer camp is good for children.

“Kids need a break to play,” Griffin said, 68, Swansea.

Before becoming a professor, Griffin was a first grade teacher, and she believes play to be intellectual. Griffin is saddened when she sees recess and art programs cut from children’s school days.

Her passion lies in the area of literacy, and her current research focuses on the impact of mindfulness on teaching and learning. Griffin accompanies her juniors and seniors at Wheaton when they begin

student teaching at local public schools.

She sees students in preschool to grade five, so technology is luckily not a barrier.

“They are engaged in the classroom and on the playground,” Griffin said. “But after school, I have no idea.”

“So then,” Griffin continued, “camp is a great way to keep children engaged in the summertime. When parents are working, kids are at home, and often times with nothing to do but watch TV.”

Griffin believes that camps offer kids with a richer, broader socialization and a sense of structure to a child’s day.

“Camp is healthy,” Griffin said.

EMMA PICARD can be reached at 508-236-0340.

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WEDNESDAY, OCTOBER 31, 2018 / SECTION 1

YOUR DAY

Do you know 'Chef Rick'?

Mansfield native and current North resident has carved a national reputation through TV and business

By Rick Foster
Sun Chronicle Staff

TARRANTINO: TV chef makes his home in North

Tarrantino, a chef and restaurateur, has carved a national reputation through TV and business. He is now a resident of North Attleboro, where he has opened a restaurant and is planning to open another. He is also a partner in a New Jersey restaurant and is planning to open another. He is also a partner in a New Jersey restaurant and is planning to open another. He is also a partner in a New Jersey restaurant and is planning to open another.

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Foster	Pawtucket	

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Cumberland’s Langton wins training industry Editors’ Award

CUMBERLAND – Cumberland resident Peter Langton recently received a national award at the Training Industry Conference & Expo in Raleigh, N.C.

The annual Readership and Editors’ Awards recognize the most-read articles in the past year published on TrainingIndustry.com , which spotlights news, articles, case studies and best practices within the training industry.

Award winners were selected based on readership appeal and attention.

Langton’s article “What Is an Effective Leadership Program?” was one of just two articles to receive the Editors’ Award, recognizing articles that captured the attention of both the readership and the Training Industry editorial team, had a unique perspective on the topic and displayed diligent research and quality writing, according to a Training



LANGTON

Industry release. Langton, a Cumberland native, who holds a bachelor’s and master’s degree in psychology and a doctorate in organizational leadership, lives in town with his wife, Kathy, and son, Colin. He is the executive vice president at Pierce Aluminum, in Franklin, Mass., as well as an adjunct professor of management at Bryant University and Stonehill College, and an independent consultant specializing in leadership and strategic planning. Langton is a board member at the Blackstone River Theater, has volunteered in the Cumberland schools and as a Little League coach, and recently helped facilitate the Cumberland School Department’s five-year strategic plan.

Northern R.I. Chamber’s PawSox BBQ is Aug. 16

PAWTUCKET – The Northern Rhode Island Chamber offers a chance to be taken out to the ballgame on Thursday, Aug. 16, when the Chamber hosts its annual PawSox BBQ & Game, beginning at 5:30 p.m. at McCoy Stadium, 1 Columbus Ave. This is also the same night the team will be re-named the “Pawtucket Hot Weiners.”

Members and others are invited to bring family, friends, co-workers, and

clients and watch the PawSox play the Durham Bulls. Before the game, there will be a BBQ dinner under a private tent and a visit from the team mascot, Paws.

Cost is \$20 for Chamber members, \$45 for nonmembers. Sponsorships are available for \$500 for 20 attendees and \$1,000 for 50 attendees. Visit www.nrichamber.com or call 401-334-1000 for more information or to register.

Grab Bag Crafts for Kids Aug. 29 at Lincoln library

LINCOLN – Children age 4 and older are invited to Grab Bag Crafts for Kids on Wednesday, Aug. 29, at the Lincoln Public Library, 145 Old River Road.

Drop in from 10 a.m. to 7 p.m.; no registration required.

There will be a variety of projects to work on and all materials are supplied.




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WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND


El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195 , I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 24 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 21 de agosto de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

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El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:



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New Eden Park playground a collaborative effort

By JEN COWART

Starting in September there will be a new playground in town, thanks to the collaborative efforts of many and made possible by a RI Foundation Community Grant.

When it was determined that Eden Park Elementary School was the only elementary school in the city that still did not have a playground, it was proposed by Ward 2 City Councilman Paul McAuley that one be added.

“The children were previously crossing an open area to play,” said Lisa Kirshenbaum, grant-writer for the city council.

“When Paul brought this to us, we brought it to administration, and Mayor Fung and his administration got behind it right away, as it was the right thing to do,” said Council President/Citywide, Michael Farina, who then contacted Kirshenbaum to see if there was a grant available that might fund the project.

“This was a perfect project for a grant from the RI Foundation,” said Kirshenbaum, who applied on behalf of the city council for the RI Foundation’s Community Grant program, the third year that Cranston has received one of their competitive Community Grant awards.

Cranston applied for and received a \$10,000 grant from the RI Foundation’s Community Grant program and was approved for the full amount, one of 104 applicants totaling over \$1 million in requests, and one of just 47 statewide to be approved.

“We’re excited about these ideas for making community happen in more and better ways at the local level. Supporting community-building will improve shared places and quality of life, promote collaboration and increase community engagement,” said Jessica David, the Foundation’s executive vice president of strategy and community investments. “We’re grateful to have donors who invest in our work and partners like these that understand the needs of their community.”



A GROUP EFFORT: From left, Cranston’s City Council grant writer Lisa Kirshenbaum, Parks and Recreation Director Tony Liberatore, Mayor Allan Fung, Council President Michael Farina and Ward 2 Councilman Paul McAuley stand in the space where a new playground will soon be installed for the children at Eden Park Elementary School (shown behind them), thanks to a Community Grant from the RI Foundation. The playground will have the benefit of an ample amount of shade provided from the large tree located there. *(Herald photo by Jen Cowart)*

Cranston’s Parks and Recreation director, Tony Liberatore, has overseen the implementation of many Cranston playgrounds and has been attending to many details of the project, including preserving a large tree in the center of the play space in order to allow for shade for the children playing there.

“Not many of our playgrounds have the opportunity for shade like this,” he said, noting that some limbs of the tree were removed for safety and for the installation of the play equipment, but that the tree itself will remain. He also explained that a new fence has already been installed around the area, and that a gate will be included so that the students coming out of Eden Park

School can enter the playground from the school side, rather than the street side. When asked which other city playground this one would resemble, Liberatore answered proudly that each one was a little bit different than the next, depending on the space, and that the Eden Park playground would be individualized as well. He shared photos of the plans which show a fully accessible space including a handicap ramp and a handicap playground swing on the swing set. He also explained that initially the playground was slated to be housed on a different side of the school, but that as plans changed and a new spot was selected, it pushed back the installation of the playground slightly.

Farina emphasized the fact that in a time where political division often exists elsewhere, that this project has been one that has been a local, collaborative group effort, transcending party lines.

“It didn’t matter if a Democrat or a Republican proposed it,” he said. “It mattered that it was the right thing to do. It’s been the hallmark of my administration that we work together.”

McAuley was sure to check in with his constituents in the surrounding area, all of whom were very supportive and looking forward to the neighborhood children having a new place to play.

“The fence going in was exciting, the first sign of changes,” he said. “We have a lot of families whose children or grandchildren were either approaching school-age or were school-aged.”

Farina also commended the school committee and the school department for their help and support.

“They saw that this was a project they saw as value-added, and they were very supportive,” he said.

Mayor Allan Fung was pleased to see the space being readied for the upcoming installation of the playground.

“This is exciting, especially for kids at the school, and for the community and the neighborhood,” he said. “It’s the last of our elementary schools without a playground and we’re excited to be building one that is accessible for our community and for fully-integrated use. It’s been a great partnership with Tony, Mike and Paul, and thanks to Lisa and her grant-writing for the RI Foundation’s Community Grant, and the school’s willingness to work together on this, we’re all working together.”

McAuley thanked Mayor Fung again for his support.

“Ward two constituents in Cranston really appreciate the mayor and his administration’s backing of this project,” he said. “From the get-go they’ve been very supportive, as soon as they heard of the plan.”

New space

Cubesmart Self Storage has opened its ninth location in Rhode Island at 950 Phenix Ave. There are more than 1,000 locations nationwide. It is a three-story climate-controlled self-storage company with more than 600 available units for a total of 120,000 square feet of storage space. Welcoming Cubesmart to Cranston were (l-r) Gregory Vickowski (CFO of Procaccianti Properties), City Councilman Ken Hopkins, Mayor Allan Fung, Richard Tasca (Legal Counsel for Blue Dog Capital Properties, LLC), Guy Middlebrooks (Cubesmart VP of Third Party Operations) and Sean Marchionte (Principle of Blue Dog Capital Properties, LLC). *(Herald photo by Steve Popiel)*



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BREEZE PHOTO BY ETHAN SHOREY
Construction of a new **TD BANK** next to CVS on Mineral Spring Avenue is progressing.

Two new bank locations under construction

NORTH PROVIDENCE
– Residents might soon have more banking options than coffee choices. Site work for the second of two new banks along Mineral Spring Avenue has begun, with fencing going up around the site of a new Washington Trust bank at 1588 Mineral Spring Ave., the former location of a Dunkin’ Donuts double drive-through location. And up the street, at 1919 Mineral Spring Ave., the long and often paused construction of a new TD Bank appears to be nearing completion. Mayor Charles Lombardi said it’s good to see new business coming to town. Construction of a new gas station/convenience store, new multi-tenant plazas, a new laundromat, and new restaurants on previously vacant sites will only firm up the town’s commercial tax base, he said. Plans for both the new Washington Trust and TD Bank were first drawn up several years ago, but have taken a long time to come to fruition. Among the businesses that have either arrived recently or are on their way are Cumberland Farms, Fab-YOU-Us, Planet Fitness, Pizza Hut, Laundromax, Providence Brewing Company, Verizon, Wendy’s and Providence Bagel.

CHS Class of 1978 planning 40-year reunion

CUMBERLAND – Cumberland High School Class of 1978 will hold its 40th class reunion on Saturday, Oct. 13. For ticket information, email Sharon O’Connor Erskine at chs78reunion@yahoo.com .

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Regular-season titles still up for grabs in Gator’s Pub Summer Volleyball League

NORTH SMITHFIELD – The Gator’s Pub Summer Volleyball League season has hit the stretch run with just a couple of weeks and some important matches left in its regular season. Here’s a look at the standings:

SUNDAY’S CO-ED ‘B’ – How I Set Your Mother 35, I’d Hit That 35, The Justice League 34, The Avengers 26, Kiss My Ace 22, Anything From the Volley 22, Notorious D.I.G. 19, Fat Unicorns 19, Sand Dollar 17, That’s What She Said 15, Beach Bums 8, B. Busters 0.

SUNDAY’S DIVISION II – NSHS Northmen 33, Set It & Forget It 32, Honey Badgers 31, All 4 Fun 31, Thundercats 30, Voo Doo Dolls 23, Tippy Bitsy Spikers 21, Setting Ducks 20, Serves You Right 12, Sets On The Beach 9, Down & Dirty 6, Cowboy Bump Set 3.

MONDAY’S ANY 4’s – Beach Bums 37, A Case of the Mondays 33, Smash Bro’s 30, Out of Bounds 20, Pound Sand 4.0 16, The 4 Of Us 16, A Tribe Called Sets 15, Simply Dusty 1.

MONDAY’S LADIES 4’s – We Dig This Game 38, Simply Smashing 36, Superheroes 30, Volley Babes 23, Side of Guac 20, Something Beachy 13, Setsy Ladies 6, Volley Gorgons 2.

TUESDAY’S CO-ED ‘A’ – Village Haven 25, I Blame Mike 21, Dirty Talk 21, Gator’s Pub 21, Scooby Snacks 19, B. Deep 19, Spritzer’s 16, Ball Busters 2.

TUESDAY’S ANY 4’s – We Showed Up 27, Served On Ice 19, Affordable Dreams 18, 4 Man Warfare 18, Nestor Physical Therapy 18, Bang Bros 17, Sandwedges 14, Playoff Caliber Team 13.

WEDNESDAY’S MEN’S ‘B’ – Cobra Commanders 30, Sand Dollar 30, Block Party 24, Digitall 18, Blew A 25-Point Lead 14, Dirty Mike & The Boys 1.

WEDNESDAY’S CO-ED ‘B’ – Beach Bums 31, Nice Hits, Better Aces 29, Here For The Beer 26, Serves You Right 26, E.Z. Pass 22, Kiwi’s 19, Pre-Marital Sets 18, Rough Sets 16, Heavy Press Graphics 5, Back That Ace Up 3.

THURSDAY’S CO-ED ‘B’ – Dinks & Drinks 35, Empire Spikes Back 29, Forever Young 23, Paige Plumbing 22, JAC Fitness 20, Sandstorm 14, Cool Air Creations 13, Orville Ready Blockers 12.

THURSDAY’S DIVISION II – Dirty Diggs 32, Road House Farm 32, Served Hot 28, 7 & 7 24, Bumpin’ Uglier 19, Cool Pickle 14, Palmer Spring 9, Leclerc’s Bros Painting 9.

The Gator’s Pub Fall Adult Volleyball League is also currently seeking teams for its Any 4’s and CoEd B 6’s divisions, which will begin play next month. Visit www.gatorspubvolleyball.com or contact Deb at djmcgee@cox.net or 401-769-2594 to register a team or for more information.

Woonsocket L.L. continues fall ball signups

WOONSOCKET – Online signups for the Woonsocket Little League’s fall ball season is currently underway, and interested players can visit www.woonsocketlitleleague.com to register.

Players ages 8-16 will be enrolled in the age group they will play in during the 2019 season. The goal of fall ball is to help players prepare for their upcoming season.

From preceding page

bases for Jordan Plante, who singled to right to knock in Cournoyer. After Uttly scored an insurance run for Woonsocket in the sixth, North Smithfield loaded the bases with one out in the bottom of the inning, as Zach Paiva and Chase Labelle walked and Lukas Norton reached on an error. But Poore ended the game by getting the next batter to pop out

in the infield and the batter after that to strike out. Also winning its losers’ bracket game last weekend was Burrillville, which followed up its 10-9 victory over North Providence West earlier in the week by downing Smithfield in another high-scoring affair, 15-11. Burrillville went on to post an 8-7 victory over Woonsocket on Monday night to earn its berth in the losers’ bracket final.

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ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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See ‘Shrek the Musical Jr.’ this weekend in Foster

FOSTER – Swamp Meadow Summer Children’s Theatre will present “Shrek the Musical Jr.” at Captain Isaac Paine Auditorium, 160 Foster Center Road, Thursday, Aug. 2 through Sunday, Aug. 5. Show times are Thursday, Aug. 2, at 7 p.m.; Friday, Aug. 3, at 7 p.m.; Saturday, Aug. 4, at 7 p.m.; and Sunday, Aug. 5, at 2 p.m. Tickets are \$12 for adults and \$9 for students and seniors. Group rates are available. For more information, visit www.swampmeadow.org or call 888-493-7110.

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Se pueden solicitar copias en papel de la EA y / o copias electrónicas por correo a David W. Fish, Administrador de Gestión de Proyectos, Departamento de Transporte de Rhode Island, Two Capitol Hill, Providence, Rhode Island 02903, o por correo electrónico a DOT.BridgeRepairTolls@dot.ri.gov. Lo invitamos a revisar la EA y los memorandos técnicos de apoyo. Los comentarios serán aceptados hasta el 24 de agosto de 2018. Los comentarios pueden enviarse a David W. Fish por correo postal o electrónico usando la misma información de contacto que se encuentra arriba.

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David Fish, P.E.
Administrator of Project Management

Department of Transportation
Two Capitol Hill
Providence, RI 02903
401-222-2450
www.ridot.net

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

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The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

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Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

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Burrillville	Exeter	N. Providence	Scituate
Central Falls	Foster	Newport	Smithfield
Coventry	Glocester	North Kingstown	Uxbridge, MA
Cranston	Jamestown	North Smithfield	Warwick
Cumberland	Johnston	Pawtucket	West Greenwich
East Greenwich	Lincoln	Portsmouth	West Warwick
			Woonsocket

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Wiffle ball players of all ages and abilities will take the field for **EDD PEDRO'S "FIGHT FOR A CURE" WIFFLE BALL TOURNAMENT** on Sunday, Aug. 12, at Slater Park.

do you know?

You're holding 1 newspaper, but we fill 5 every week!

They're all at valleybreeze.com

WIFFLE BALL

From Page 9

prizes. He has a bunch of sport memorabilia, including auto-graphed pictures of Boston Red Sox Hall of Famer Ted Williams, Boston Bruins Hall of Famer Phil Esposito, and Boston Celtics rookie superstar Jayson Tatum, as well as a large photo of New York Yankees slugger Aaron Judge with dirt from Yankee Stadium, and the raffle also includes Red Sox tickets located behind home plate.

Other items in the raffle are a deluxe night at Foxwoods, a 40-inch flat screen television, a Block Island Hula Charters deep sea fishing trip for four, a wine basket, and golfing opportunities. “Anyone can still donate to the raffle or make a monetary donation,” Pedro said.

Pedro and his organization have donated money to send children with arthritis to camps geared toward them, so that they can still participate in the activities. Pedro said that in the last 14 years, the tournament has raised more than \$352,000.

He said hopefully the event will be blessed with great weather.

“It will be great to see friends and family who come down to support us and to make new friends,” Pedro said.

Visit www.wiffleman.com or email Edd Pedro at edd@wiffleman.com to register a team for the tournament, become a sponsor for the event, or for more information.

AVISO DE DISPONIBILIDAD

EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195, I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 24 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 21 de agosto de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:

Attleboro, MA	East Providence	Middletown	Providence
Burrillville	Exeter	N. Providence	Scituate
Central Falls	Foster	Newport	Smithfield
Coventry	Glocester	North Kingstown	Uxbridge, MA
Cranston	Jamestown	North Smithfield	Warwick
Cumberland	Johnston	Pawtucket	West Greenwich
East Greenwich	Lincoln	Portsmouth	West Warwick
			Woonsocket


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Dana Drowne

Candidate for Pawtucket City Council At-Large



“On the campaign trail with my friend John Holmes”

I love this city and I’m concerned about its future well being.

* The safety of our residents and children is my #1 concern

* A city this size needs its own hospital for our citizens and elderly

* Taxes must be kept in check

* The quality of our schools insure the quality of life for our city’s future

* Carefully evaluate the viability of the PawSox stadium to insure the financial security for our taxpayers

I’m not a politician. I’ll listen, work hard for and represent the best interests for the citizens of Pawtucket.

Let’s talk.

E-mail any questions or concerns to danadrowne1@gmail.com.

I’ll respond back within a day.

Paid for by Dana Drowne. Candidate for City Council At-Large.

NOTICE OF AVAILABILITY
ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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MASSACHUSETTS DIGEST

BOSTON

In a race to finish,
racing bill falls short

Horse racing and simulcasting has been suspended at Massachusetts race tracks after state lawmakers failed to give final approval to a bill while rushing toward adjournment.

The Massachusetts Gaming Commission informed Suffolk Downs, Raynham Park and the Plainridge Park Casino on Wednesday that there is currently no statutory authority for racing and simulcasting.

The commission said it would hold an emergency discussion of the situation on Thursday. The bill that would have

allowed racing and simulcasting to continue for 12 more months was approved by the House and Senate but, due to an apparent oversight, never received final procedural votes before the Legislature ended formal sessions for the year. The previous authorization ended at midnight Tuesday.

Simulcasting allows patrons at race tracks to bet on live feeds of races at other U.S. tracks.

SPRINGFIELD

MGM touts events
ahead of opening

Officials at a soon-to-open Massachusetts casino resort

say there will be year-round entertainment and activities at the \$960 million resort.

MGM Springfield officials said Wednesday the offerings at the large outdoor plaza will include activities ranging from concerts to ice skating to pop-up art to outdoor yoga. The Republican of Springfield reports the casino plaza is located between two historic buildings in downtown Springfield.

MGM says it plans to offer events for local residents, like beer tastings from White Lion Brewery and farmers markets featuring local vendors. Officials say they also plan to launch an ice rink during the winter season.
— *The Associated Press*

WAR CHEST

From Page A1

millions of dollars from Wall Street and corporate money.”

Of the nearly \$125,000 in debts listed in his second quarter filing, the Brown campaign said “the majority” of it was paid off in July.

The debt includes payments to a range of political consultants, including members of his campaign team.

His second quarter expenses include \$26,752 to Lake Research Partners, a progressive polling and consulting firm.

“Last quarter, nearly 70 percent of our contributions were \$100 or less, compared to just 30 percent for @Gina-Raimondo,” Brown tweeted.

Brown’s contributors include former Gov. Lincoln Chafee and his wife, Stephanie, who both gave the \$1,000 maximum donation.

Brown returned a \$1,000 contribution from Richard Burt, the chairman of Brown’s old nuclear disarmament organization group Global Zero, who has also lobbied for a Russian-backed natural gas pipeline.

Raimondo’s \$1.2 million in second quarter contributions came from across the country, including \$416,000

from Rhode Island, \$225,000 from New York, \$208,000 from Massachusetts and \$134,000 from California.

Raimondo received \$14,475 from political action committees including the PACs controlled by Coca Cola, CVS, Honeywell, Verizon, Amica, Delta Dental, and the Hospital Association of Rhode Island.

Convenience store chain Cumberland Farms is part of a federal lawsuit against Rhode Island over the Raimondo administration’s truck toll program, but that didn’t stop company CEO Ari Haseotes from donating the \$1,000 maximum to the Raimondo campaign.

Brown has repeatedly attacked Raimondo for taking donations at a \$1,000-per-head Boston breakfast fundraiser in June hosted by a chairman emeritus and board member of Partners HealthCare, which is seeking to buy Rhode Island hospital company Care New England.

Raimondo’s filings show \$1,000 contributions from those hosts — Jack Connors and Bank of America Vice Chairwoman Anne Finucane — plus maximum contributions from Care New England CEO Dennis Keefe and Executive Chief of Medicine Raymond Powrie.

She also received \$1,000 from Pawtucket Red Sox co-owner and former Fleet Bank CEO Terrence Murray.

Raimondo’s California contributions included \$1,000 from Airbnb co-founder Joe Gebbia.

The Raimondo campaign on Wednesday turned its attention away from Brown to potential general election opponent Allan Fung, attacking the Cranston Republican for taking \$500 from the Gun Owners PAC last quarter.

“As families in Texas mourned the victims of the Santa Fe shooting and leaders across the country re-dedicated themselves to gun violence prevention, Mayor Fung dropped a check in the bank from the powerful gun lobby,” Raimondo campaign press secretary Emily Samsel said in a news release.

The Fung campaign had no comment on the Raimondo release.

Although she did not receive any contributions from gun PACS, Raimondo did take \$500 from former Rhode Island House Speaker William Murphy, whose lobbying clients include the NRA-affiliated Rhode Island Second Amendment Coalition, according to her Board of Elections filing.

TURKEYS

From Page A1

“I can hear the gobbling outside my window,” he said. “One was laying in a bed of mulch. I hope they weren’t breeding. I have never delivered turkeys before.”

The turkeys have already chased Acting Battalion Chief John Robinson’s truck. In a video, three turkeys pursue the truck as it

gingerly edges out of the Fire Department’s driveway, amid chuckles from firefighters.

Polisena said he contacted the Rhode Island Department of Environmental Management a couple of weeks ago, but he said the agency didn’t return his call until Channel 10 did a news story.

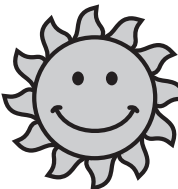
“If I had held my breath, I would have turned blue,” the mayor said.

The DEM has since told him that he has to get a

permit to remove the birds. Polisena is meeting with his animal control officer this afternoon to discuss the best method of capture.

“I don’t want to make this a big deal,” he said. “I want to remove them and put them up in the Snake Den Park.”

— lborg@providencejournal.com
(401) 277-7823
On Twitter:
[@lborgprojocom](https://twitter.com/lborgprojocom)



The Providence Journal
SUMMERTIME FUND™

RECENT LIST OF CONTRIBUTORS

Kenneth M. Johnson.....	\$20.00
Narragansett Bridge Club.....	\$25.00
Woods Tavern West Greenwich Musician’s Summertime Benefit....	\$207.81
Lawrence C. and Sandra A. Maker	\$25.00
The Aubin Clan and C T D.....	\$50.00
Nola A. Lasalle.....	\$25.00
<i>In memory & honor of my friend Jim Yancy</i>	
Roy R. Spiridi	\$25.00
<i>In memory of Sandy</i>	
Peggy O’Leary Crowley.....	\$100.00
<i>In memory of my parents: Margaret and Florence Q. O’Leary who sent me to camp</i>	
Elaine Izzo	\$45.00
<i>In memory of my loving mother - Eda Izzo - her daughter Elaine Izzo</i>	
Anonymous	\$100.00
<i>In memory of Max Dickson</i>	
Phyllis Fern.....	\$200.00
David A. and Florence M. Sparrow	\$100.00
Anonymous	\$24,000.00
Chris and Jeanne Petit.....	\$50.00
<i>In memory of Kevin J. Petit</i>	

TOTAL DONATIONS YTD: \$66,255.81 TOTAL: \$24,972.81



HELP SEND CHILDREN IN NEED TO CAMP

The Providence Journal Summertime Fund at the Rhode Island Foundation is dedicated to providing opportunities for underprivileged children to learn life skills, build friendships and gain positive lifelong memories. Your support helps give children in our community the chance to attend summer camp.

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Thursday

Chess Club: 5:30 p.m. - 7:30 p.m. Free. Westerly Library & Wilcox Park, 44 Broad St., Westerly.

Dine to Donate for WLT at Paddy's Beach Club: 5 p.m. - 9 p.m. Paddy's Beach Club, 159 Atlantic Ave., Westerly.

Drive in Movies: 9 p.m. Wuskenau Town Beach, pondside lot, 316 Atlantic Ave., Westerly.

Drop-in Knitting: 1 p.m. - 3 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.

“Joseph and the Amazing Technicolor Dreamcoat”: 8 p.m. Theatre by the Sea, 364 Card's Pond Road, South Kingstown.

Literature of the Sea Series: 6 p.m. - 7:30 p.m. Westerly Library & Wilcox Park, 44 Broad St., Westerly.

Miss Art's Picasso's Kids: 10:30 a.m. - 12 p.m. Free. Kettle Pond Visitor Center, 50 Bend Road, Charlestown.

Phantom the Therapy Dog: 6:30 p.m. - 7:30

p.m. Wheeler Library, 101 Main St., North Stonington.

Senior Coffee and Conversation: 9 a.m. - 10:30 a.m. Pawcatuck Neighborhood Center, 27 Chase St., Pawcatuck.

Shorebirds at Harkness: 8 a.m. - 9:30 a.m. Harkness Memorial State Park, 275 Great Neck Road, Waterford.

Stonington Harbor Cruises: 6:30 p.m. - 8 p.m. \$20 - \$25. New England Science & Sailing, 72 Water St., Stonington.

Summer Soundwaves Concerts: 6 p.m. - 8 p.m. Esker Point Beach, 900 Groton Long Point Road, Groton.

Tech Help: 2 p.m. - 4 p.m. Bill Memorial Library, 240 Monument St., Groton.

Vacation Bible School at Christ Church: 9 a.m. - 12 p.m. Free. Christ Church, 7 Elm St., Westerly.

Westerly Farmers Market: 10 a.m. - 1 p.m. Ice skating rink, 85 Main St., Westerly.

Rock Steady Boxing Program to Help Fight Parkinson's Disease: 3 p.m. - 7 p.m. South Kingstown Elks

Lodge, 60 Belmont Ave.

Friday

ACGOW August Show: 5 p.m. - 8 p.m. Westerly Train Station, 14 Railroad Ave., Westerly.

Basic Yoga: 4 p.m. Free. Cross' Mills Public Library, 4417 Old Post Road, Charlestown.

Coffee and Coloring: 10:30 a.m. - 12 p.m. Free. Cross' Mills Public Library.

Cruise the Pavilion: 4 p.m. Boneyard BBQ, 15A Frontier Road, Hopkinton.

Drive in Movies: 9 p.m. Wuskenau Town Beach, pondside lot, 316 Atlantic Ave., Westerly.

Free Hotdog Day: 11:30 a.m. - 1:30 p.m. Free. Westerly Community Credit Union, 122 Granite St., Westerly.

“Joseph and the Amazing Technicolor Dreamcoat”: 8 p.m. Theatre by the Sea, 364 Card's Pond Road, South Kingstown.

Kingston Chamber Music Festival 30th Anniversary Season: 7:30 p.m. University of Rhode Island Fine Arts

Center Concert Hall, 105 Upper College Road, Kingston.

Noank Village Farmers' Market: 4 p.m. - 7 p.m. Free. Spicer Park, corner of Mosher Ave./ Ward Ave., Noank.

“The Prisoner of Second Avenue”: 8 p.m. The Granite Theatre, 1 Granite St., Westerly.

Self Rescue Class at Beach Pond: 5:30 p.m. Beach Pond State Park, 2875 Ten Rod Road, Exeter.

Surfside 8 Square Dance Club: 8 p.m. - 10:30 p.m. Westerly Senior Center, 39 State St., Westerly.

Today in History

Today is Thursday, Aug. 2, the 214th day of 2018. There are 151 days left in the year.

Today's highlight in history

On August 2, 1939, Albert Einstein signed a letter to President Franklin D. Roosevelt urging creation of an atomic weapons research program.

On this date

In 1610, during his fourth voyage to the Western Hemisphere, English explorer Henry Hudson sailed into what is now known as Hudson Bay.

In 1776, members of the Second Continental Congress began attaching their signatures to the Declaration of Independence.

In 1876, frontiersman “Wild Bill” Hickok was shot and killed while playing poker at a saloon in Deadwood, Dakota Territory, by Jack McCall, who was later hanged.

In 1909, the original Lincoln “wheat” penny first went into circulation, replacing the “Indian Head” cent.

In 1923, the 29th president of the United States, Warren G. Harding, died in San Francisco; Vice President Calvin Coolidge became president.

In 1939, President Roosevelt signed the Hatch Act, which prohibited civil service employees from taking an active part in political campaigns.

In 1943, during World War II, U.S. Navy boat PT-109, commanded by Lt. (jg) John F. Kennedy, sank after being rammed in the middle of the night by the Japanese destroyer Amagiri off the Solomon Islands. Two crew members were killed.

In 1974, former White House counsel John W. Dean III was sentenced to one to four years in prison for obstruction of justice in the Watergate cover-up. (Dean ended up serving four months.)

In 1980, 85 people were killed when a bomb exploded at the train station in Bologna, Italy.

In 1985, 137 people were killed when Delta Air Lines Flight 191, a Lockheed L-1011 Tristar, crashed while attempting to land at Dallas-Fort Worth International Airport.

In 1990, Iraq invaded Kuwait, seizing control of the oil-rich emirate. (The Iraqis were later driven out in Operation Desert Storm.)

In 2000, Republicans awarded Texas Gov. George W. Bush their 2000 presidential nomination at the party's convention in Philadelphia and ratified Dick Cheney as his running mate.

Today's birthdays

Actor Nehemiah Persoff is 99. Former Sen. Paul Laxalt, R-Nev., is 96. Rock musician Garth Hudson (The Band) is 81. Singer Kathy Lennon (The Lennon Sisters) is 75. Actor Max Wright is 75. Actress Joanna Cassidy is 73. Actress Kathryn Harrold is 68. Actor Butch Patrick (TV: “The Munsters”) is 65. Rock music producer/drummer Butch Vig (Garbage) is 63. Singer Mojo Nixon is 61. Actress Victoria Jackson is 59. Actress Apollonia is 59. Actress Cynthia Stevenson is 56. Actress Mary-Louise Parker is 54. Rock musician John Stanier is 50.

Thought for today

“Ideas are powerful things, requiring not a studious contemplation but an action, even if it is only an inner action.”

— Midge Decter, American writer.

Five-day Weather Forecast

Today

Becoming partly sunny, warm and humid. Highs 80 to 85. Mostly cloudy with areas of fog, muggy at night. Lows 70 to 75.

Friday

Considerable cloudiness, warm and humid. Highs 80 to 85. Chance for some showers and thunderstorms at night. Lows 70 to 75.

Saturday

Scattered showers and thunderstorms possible, humid. Highs around 80. Chance for a few showers and t-storms at night. Lows near 70.

Sunday

Partly sunny, warm and humid. Highs 80 to 85. Partly cloudy and humid at night. Lows in the lower 70s.

Monday

Partly sunny, warm and humid. Highs 80 to 85. Partly cloudy and humid at night. Lows 70 to 75.

Regional outlook

Marine outlook

Eastern LI Sound to Point Judith

Winds: Southwest at 10 to 20 knots

Waves: 4 to 6 feet

Visibility: Less than 1 mile

Weather: Patchy morning fog

Block Island Sound

Winds: Southwest at 10 to 15 knots

Waves: 3 to 5 feet

Visibility: Less than 1 mile

Weather: Patchy morning fog

Tides	High	Low
Mystic River	1:15 a.m.	7:59 a.m.
	1:52 p.m.	8:38 p.m.
Ston. Harbor	1:05 a.m.	7:26 a.m.
	1:42 p.m.	8:05 p.m.
Watch Hill	12:28 a.m.	6:30 a.m.
	12:56 p.m.	6:54 p.m.
Westerly	1:16 a.m.	8:10 a.m.
	1:53 p.m.	8:49 a.m.
Point Judith	a.m.	5:36 a.m.
	12:18 p.m.	6:15 p.m.

In the skies

Sunrise Today: 5:43 a.m.

Sunset Today: 8:04 p.m.

Moonrise Today: 11:15 p.m.

Moonset Today: 11:08 a.m.

Temperatures

Yesterday high / low 80 / 68

Normal high / low 80 / 63

Record high: 92 in 1975

Record low: 51 in 1964

Precipitation

Yesterday by 4 p.m. 0.00

Month to date 0.02

Year to date 23.90

Normal for the month 81

Cooling degree days since Jan 1: 410

Cooling degree days normal: 264

(Data recorded at Westerly Airport)

Today's comfort levels

Air quality: 44 (Good).

UV index: 9 (Very high).

Heat index at 4 p.m.: 90.

National forecast

Albuquerque	93	71	ps
Anchorage	58	51	sh
Atlanta	79	69	t
Atlantic City	88	74	ps
Baltimore	85	73	t
Billings	93	62	ps
Birmingham	83	71	t
Bismarck	89	62	s
Boise	98	62	s
Charlotte	86	76	t
Chicago	79	71	t
Cleveland	80	61	ps
Dallas	81	67	ps
Denver	94	73	s
Detroit	92	62	ps
Honolulu	85	68	ps
Houston	88	77	ps
Indianapolis	96	72	ps
Kansas City	83	66	ps
Las Vegas	89	68	s
Los Angeles	105	86	ps
Louisville	80	68	ps
Miami	86	68	ps
Milwaukee	91	80	ps
Minneapolis	72	59	c
Mobile	75	61	ps
Montpelier	86	71	ps
Nashville	84	65	ps
	86	69	c

National outlook

World forecast

Amsterdam	84	59	s
Athens	88	73	s
Baghdad	109	75	s
Berlin	91	70	ps
Bogota	63	46	ps
Brussels	88	64	ps
Cairo	95	75	s
Geneva	90	68	s
Hong Kong	91	82	sh
Jerusalem	81	68	ps
Kabul	92	65	s
Lima	63	60	ps
Lisbon	108	75	ps
London	81	70	s
Madrid	102	73	s
Mexico City	77	56	ps
Montreal	79	68	sh
Moscow	84	64	s
Nassau	93	79	t
New Delhi	95	82	t
Oslo	79	66	ps
Paris	88	68	s
Perth	63	52	ps
Reykjavik	54	48	c
Rome	97	75	c
Seoul	102	84	s
Sydney	68	48	ps
Vancouver	68	59	c
Vienna	95	73	s

s=sunny, ps=partly sunny, c=cloudy, f=furries, sn=snow, sh=showers, r=rain, l=ice, w=windy, t=thunderstorms

Weather information from Weather Center at Western Connecticut State University — www.wcsu.edu/weather

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Administrator of Project Management

Department of Transportation
Two Capitol Hill
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90818-8-101

Dispose of household hazardous waste at August 11 Eco-Depot

Rhode Island Resource Recovery Corporation (Resource Recovery) is encouraging residents looking to dispose of household hazardous waste to visit Eco-Depot on Saturday, August 11 from 8 a.m. to 12 p.m. at Resource Recovery located at 65 Shun Pike in Johnston. Created in 2001, the Eco-Depot program is a free service offered that provides for the proper handling, packaging, storage, transportation and disposal of household hazardous waste. Since its inception, Resource Recovery has collected approximately 11.9 million pounds of household hazardous waste and served more than 155,000 Rhode Islanders (and counting).

Many common household items are actually

household hazardous waste materials that cannot be collected through Rhode Island's standard trash and recycling collection services. Household hazardous waste is anything labeled with a skull and crossbones, or words like 'toxic', 'poison', 'flammable', 'combustible', etc. These materials include: fluorescent light bulbs, gasoline, pesticides, oil-based paints, disinfectants, used motor oil and lawn and pool chemicals. When not properly collected and disposed, these materials can cause harm to the local environment by contaminating Rhode Island's waterways. For a full list of household hazardous waste materials, please visit www.ecodepotri.org.

In addition to household

hazardous waste, properly prepared sharps (i.e. needles, lancets) are also accepted at Eco-Depot collections. For sharps to be accepted for disposal, they must be secured either in a sharps container or a puncture-proof plastic bleach, detergent or coffee container that is taped shut and labeled "SHARPS." Sharps containers prepared in this method can also be disposed of with regular trash collection.

Eco-Depot is available to Rhode Island residents only, and to help reduce time spent in line, appointments should be made in advance. To make an appointment for the collection or to view the entire 2018 Eco-Depot schedule, visit www.ecodepotri.org or call 942-1430 x241.

Airport

(Continued from page 1)

resulting in more development and Rhode Island jobs.

In an exchange of emails, Iftikhar Ahmad, RIAC president and CEO, shared data showing the following percentage growth in monthly passenger traffic since the beginning of the year: January, 16.86 percent; February, 24.92 percent; March, 12.31 percent; April, 22.46 percent and May 21 percent.

Ahmad called the growth "significant."

Statistics provided on the RIAC website – the most current being April – show total passenger traffic for the month at 392,862 compared to 320,804 for April 2017. Southwest Airlines continues to be Green's dominant carrier with more

Thefts

(Continued from page 1)

have sprung up again as recently as the early hours of Monday, July 30 and Tuesday the 31st.

Detective Sgt. Tom DiGregorio said Wednesday that there was no particular pattern emerging as to what cars are targeted or why, merely that the young opportunistic thieves – some of whom utilize bicycles and some who are on foot – are simply checking for unlocked doors and cars that have valuables readily apparent inside.

"Number one, lock your cars. I only had one that had a broken window, all the others have been unlocked vehicles," DiGregorio said. "If your car has been broken into it, report it to us. If we don't know about it there's nothing we can do to combat it."

DiGregorio said that the larcenies have taken place along the main corridor of Warwick Avenue, from Stanmore Road and Lakeshore Drive near Warwick Pond all the way up north to Governor Francis Farms and the Lakewood neighborhoods. He said the most recent report from late night Tuesday/early morning Wednesday occurred in Governor Francis.

DiGregorio said that 9-1-1 should be called only if the situation warrants an emergency, otherwise residents should call the police business line at 468-4200 to report any suspicious activity they seen occurring in their neighborhood. He said that officers and detectives were thoroughly investigation and conducting frequent stops of suspicious individuals at odd hours of the day walking around.

"It's our job to find out if they have a reason to be there or if they're up to no good," he said.

Police Chief Colonel Stephen McCartney said that these types of reoccurring larcenies were unfortunately common throughout the country, and that such property crimes of opportunity were increasing in frequency.

"This is a regional and a national problem," he said. "Too many people don't lock their cars, leave valuables in their cars and leave themselves open to this type of crime...It's a multifaceted problem and it's not just a problem that is hitting Warwick."

than 167,000 passengers for the month.

But clearly Ahmad's efforts to increase carriers and destinations have had an impact. Frontier Airlines, that wasn't flying from Green in April 2017, carried more than 36,000 passengers. Likewise Norwegian Air International carried 16,857 passengers; Allegiant, 7,728 passengers and United Express (Air Wisconsin) 5,312 passengers.

The combined passenger traffic for the first four months of this year exceeded 1.3 million, putting Green on track to surpassing the 3.9 million passengers recorded for 2017.

Ahmad called the new low cost carriers the drivers of the growth adding, "Prices are competitive with Boston and the national average."

Ahmad shared an average fares comparison chart from the Department of Transportation placing the average fare at Green for

the first quarter of this year at \$308.86 as compared to \$320.90 at Logan in Boston. The chart further illustrates the trend for lower Green fares from a high of \$374.90 for the second quarter of 2016. Also, as of last year average fares at Green are below those at Logan.

As part of efforts to grow passenger traffic and give Green Airport greater regional name recognition, Shekarchi introduced legislation on behalf of RIAC to change the airport name to Rhode Island International Airport. The family of the late Senator Theodore Francis Green for whom the airport is named raised objections and the measure never came before the House or the Senate for a vote.

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WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

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Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

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NATION



ASSOCIATED PRESS
Dozens of residents in upstate New York were trapped in their homes after flash flooding occurred Tuesday.

Flash floods trap dozens in New York

ALBANY, N.Y. (AP) — Flash floods caused by pre-dawn downpours washed out bridges, submerged vehicles, clogged yards and roads with debris and temporarily trapped dozens of people in their upstate New York homes Tuesday, causing extensive damage but no reported deaths.

Recovery work was underway by late afternoon, with officials still assessing the extent of the damage.

The worst of the flooding happened in New York's Finger Lakes region, an area flush at this time of year with vacationers. A woman sleeping in her camper was trapped inside as floodwaters swept it into one of the lakes, but she was rescued, authorities said.

Earlier, emergency crews were sent to aid about 50 people trapped in their homes by rising water, while others were evacuated by boat on Seneca Lake, Seneca County officials and Democratic New York Gov. Andrew Cuomo said.

"It's amazing, the devastation," Cuomo said as he toured some of the hardest hit areas late Tuesday morning, a few hours after heavy rains turned small creeks into overflowing rivers that devastated an area known for its scenery and wineries.

Cuomo declared a state of emergency for more than a dozen counties in the Finger Lakes region and along New York's border with Pennsylvania. The declaration came after he toured damaged areas in Lodi, where he at one point he climbed onto one of the massive piles of uprooted trees and brush blocking roads.



ASSOCIATED PRESS
Lilian Calderon, center, cries as she describes her experiences while in custody, alongside her husband, Luis Gordillo, right, during a news conference at the office of the American Civil Liberties Union in Providence.

ACLU: Federal agencies setting 'trap' to deport immigrants

BOSTON (AP) — Federal immigration agencies have launched a coordinated campaign to arrest and deport immigrants seeking to become legal U.S. residents through marriage, according to documents released this week in a class-action lawsuit filed by the American Civil Liberties Union.

The documents, which include depositions and correspondence from federal officials, show the extent to which officials for the U.S. Citizenship and Immigration Services have been coordinating with their counterparts at Immigration and Customs Enforcement to facilitate arrests at citizenship offices in New England.

The ACLU, in its arguments, criticizes the efforts as a deportation "trap" that violates the constitutional rights of immigrants otherwise following the rules to become legal residents.

WH insists Trump's not racist

Campaign claims Omarosa breached confidentiality agreement

WASHINGTON (AP) — President Donald Trump unloaded on former aide Omarosa Manigault Newman Tuesday, calling her a "crazed, crying lowlife" and "that dog," as a clash rooted in the reality star's accusations of racism focused new attention on his frequent disparagement of prominent African-Americans.

The public conflict showed no signs of slowing, as Manigault Newman did another round of interviews to promote her tell-all book and Trump's presidential campaign filed arbitration action against her alleging she breached a confidentiality agreement.

Manigault Newman, who has painted a damning picture of Trump and alleged there is a videotape of him using a racial slur, told The Associated Press she is not going away.

"I will not be silenced. I will not be intimidated. And I'm not going to be bullied by Donald Trump," she said.

Trump, who has denied the existence of any such tape, assailed Manigault Newman in language that stood out even by his trash-talking standards, praising his chief of staff, John Kelly, "for quickly firing that dog!"

That slam follows a pattern of inflammatory language about women and minorities. In 2015, shortly before he launched his campaign, Trump described Huffington Post founder Arianna Huffington as "a dog."

He has recently targeted California Rep. Maxine Waters, basketball star LeBron James and TV journalist Don Lemon, all African-Americans, and has repeatedly attacked black football players for kneeling during the national anthem in social protest.

Manigault Newman told the AP



Omarosa Manigault Newman

that "at every single opportunity he insults African-Americans," and she accused him of trying to start a "race war."

During the campaign and her White House tenure, Manigault Newman, who was the highest ranking black official in the West Wing, stood by Trump even at moments of racial strife, including the clashes between white supremacists and counterprotesters in Charlottesville, Virginia, and Trump's targeting of NFL players kneeling during the national anthem in social protest.

Fired by Kelly in December, Manigault Newman now says many of Trump's actions gave her pause but she was sympathetic to him as a longtime friend and mentor.

In her book, she casts herself as a strong black woman who overcame humble beginnings and has often navigated hostile work environments with aplomb.

Manafort chooses not to testify

ALEXANDRIA, Va. (AP) — Paul Manafort's defense rested its case Tuesday without calling any witnesses in the former Trump campaign chairman's tax evasion and bank fraud trial. Manafort himself chose not to testify.

The decision not to call witnesses clears the way for the jury to hear closing arguments in the first trial to emerge from special counsel Robert Mueller's investigation. Those arguments are scheduled for Wednesday morning.

Manafort is accused of hiding millions of dollars in income he received advising Ukrainian politicians. The defense has tried to blame Manafort's financial mistakes on his former deputy, Rick Gates. Defense attorneys have called Gates a liar, philanderer and embezzler as they've sought to undermine his testimony.

Manafort's decision not to testify and not to call witnesses was announced by his attorney, Kevin Downing, before the jury on Tuesday afternoon. Asked by U.S. District Judge T.S. Ellis III whether he wished to testify in his defense, Manafort responded: "No, sir."

The announcement came after a more than two-hour hearing that was closed to the public. The judge has not given any explanation for the sealed proceeding, only noting that a transcript of it would become public after the case concludes.

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DISTRICT 4

From Page 20

Committee. He said he’s not running on a specific platform, only hoping to maintain the town’s reputation as an enjoyable place to live.

“I never took that to mind,” he said of the potential conflict. “Anything involving a conflict of interest I would recuse myself as he would.”

Goho said he believes he is “joining a group of people with the best interest of Lincoln at heart. I expect to learn from the people. In my opinion, the Town Council is doing a great job ... my only agenda is to maintain the level of

confidence in that committee that people already have.”
For Azar, her platform puts schools at the forefront, focusing on safety, “beyond what they have on the books, with more accountability, including emotional and physiological safety.” She also hopes to secure more support from Twin River Casino for infrastructure updates across town. Overall, she said she wants the Town Council to be more transparent, helping residents navigate through “red tape, stone walls and back room politics.”
There are no candidates in the general election, meaning the winner in the two-person primary will win the District 4 seat.

SCOUTING

Troop 415 Cadettes seeking veggie recipes for cookbook

CUMBERLAND – Girl Scouts Lily Cruise and Neve Trigo, both 14-year-old Cadettes in Cumberland Troop 415, are seeking recipes for using vegetables from Franklin Farm to publish in a cookbook, which the Scouts plan to given to patrons of the Northern Rhode Island Food Pantry.
The Scouts' Silver Award project will include collecting and testing nutritious and tasty recipes using common, inexpensive ingredients as well as vegetables grown at Franklin Farm, including eggplant, cucumber, zucchini, green bell peppers and jalapeno peppers, summer squash, full-size tomatoes and cherry tomatoes.

The book will also be offered to community members through the vegetable stand at Franklin Farm and a copy will be given to the Cumberland Public Library.
Recipes can be emailed to troop-415cumberland@gmail.com or mailed to Troop 415 of Cumberland, c/o18 Woodhaven Drive, Cumberland RI 02864.
To find out more about offering support for this project to help put a copy of the cookbook in the hands of someone experiencing food insecurity, contact Scout Leader Karen Cabatingan by email at troop415cumberland@gmail.com or phone 401-334-9639.

COLLEGE NEWS

Michael Wojcikiewicz, of Cumberland, has been named to Bryant University dean’s list for the spring semester.
Alexandra L. Elliott, of Cumberland, has been named to the president's list at LIM College for the spring semester.
Isabella Landry, of Lincoln, has been named to the president's list at LIM College for the spring semester.
Matthew Salemi, son of Alan and Kristen Salemi of Lincoln, has been named to the dean's honor list for both the fall and spring semesters at Rensselaer Polytechnic Institute, where he is

studying computer science and math.
Nadine Yvonne Gauthier, daughter of Marc and Jane Gauthier of Lincoln, received her Bachelor of Science degree in interior design from New England Institute of Technology on May 6.
Amanda Gastel, of Lincoln, has earned the spring 2018 Dean's Award with Distinction at Colgate University.
Karin Dion, daughter of Keith Dion and Janice Dion of Cumberland, has been named to the dean’s list at Wheaton College in Norton, Mass. for the spring semester.



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I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146
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Administrator of Project Management



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Administrator of Project Management



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Talks recycle the idea of wheeled trash totes

By **ETHAN SHOREY**
Valley Breeze Managing Editor
ethan@valleybreeze.com

NORTH PROVIDENCE – Months after ending talk of designating money to purchase new covered trash totes this year for all town households, officials are again discussing the possibility.

Mayor Charles Lombardi told the Town Council last week said he’s been in “deep negotiations” with waste service provider MTG Disposal and MTG has a plan that company owners would like to propose to the town.

“Maybe we can get them,” he said. “I think you may be happy with their suggestion.”

The council referred the matter for further review by its finance subcommittee.

District 3 Town Councilor Steven DiLorenzo, who has been the stron-

gest proponent of adding 95-gallon covered trash totes to the town’s existing wheeled recycling totes, thanked Lombardi for his effort on moving the initiative forward and made the motion to send the matter to the finance subcommittee.

The town’s current contract with MTG runs out early next year, said Lombardi. The “nuts and bolts” of any agreement on trash totes would likely involve both an agreement with another community to make the purchase of bins more affordable and agreeing to a contract extension with MTG.

Advocates have said creating a uniform way of disposing trash, with a limit of one 95-gallon container per household, would not only cut down on the town’s garbage volume and save money sending trash to the landfill, but also help keep exposed trash away from rats, which are still an issue in some parts of town.

Correction

Catarina da Silva, a candidate for North Providence School Committee, was previously reported to be a prin-

cipal in Fall River, She is currently principal at Jenks Middle School in Pawtucket.

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Planners tour Rankin Estates property

By **LAUREN CLEM**
Valley Breeze Staff Writer

lauren@valleybreeze.com

NORTH SMITHFIELD – Members of the North Smithfield Planning Board last Thursday got an up-close look at the property that could become a 270-acre housing development off Douglas Pike, according to a plan submitted by Narragansett Improvement.

According to plans submitted by the company, the new development, known as Rankin Estates, will feature 126 single-family house lots on two cul-de-sacs accessed by Douglas Pike. The site was the subject of a previous application submitted by the company in 2001 and subsequent lawsuit settled in 2014.

An old cart path accessible from Rankin Path runs through the property, which spans an irregular section from Douglas Pike in the east to approximately Leonard Drive in the west. It was along this cart path that representatives of DiPrete Engineering, the company managing the project, and KSR&P, the law firm representing the developer before town boards, brought members of the Planning Board and other interested parties to illustrate their plans. The tour included close to two hours of navigating hilly terrain and

several crossings of Rankin Brook as the developers described their vision for the forested land.

As Len Bradley, principal at DiPrete Engineering, explained, the new plan has several differences from the original plan submitted in 2001, most notably its classification as a conservation development, which imposes requirements for the amount of open space within its boundaries. The plans now include four soccer fields and three baseball fields, along with several areas of undeveloped forest, resulting in 156 acres of open space.

“The earlier concept, we basically were developing the whole entire property. Now, we’re preserving a lot of open space around the property,” said Bradley.

The new plan also does not include a connection to the end of Rankin Path, instead relying on a new road to connect the lots to Douglas Pike, minimizing traffic for abutting properties. Optional road connections, said the developers, could link the properties to Rankin Path, Brookside Drive and Leonard Drive depending on the assessment of the North Smithfield Fire Department during the next phase of planning.

Representatives of town groups still had several questions for

See **RANKIN**, Page 6

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AVISO DE DISPONIBILIDAD

EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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JOHN ESPOSITO, left, speaks with Town Councilman **GORDON ROGERS** after putting in his resignation. Esposito said he took the council's decision to overturn a Zoning Board decision personally.

BREEZE PHOTO BY JACQUELYN MOOREHEAD

Esposito resigns after Foster Zoning Board decision overturned

By **JACQUELYN MOOREHEAD**
Valley Breeze & Observer Staff Writer

jackie@valleybreeze.com

FOSTER – John Esposito went from threatening a lawsuit against the Foster Town Council to resigning from his position as chairman of the Zoning Board of Review after five years of service.

Only a few members of the public gathered in the meeting hall of the Eddy Building during a muggy and humid Aug. 8 night meeting. A neighborhood Husky briefly poked his head in to check on town affairs.

With Esposito’s departure, only five members remain on the seven-member board. It’s still enough for a quorum, but Esposito said there are no alternates to take his place at this time.

“I said, as soon as this position becomes political, I’m out of here,” he said.

Conflict arose when the Foster Town Council reversed the Zoning Board’s March 14 decision denying local landowner Brian St. Croix the ability to operate a gravel operation on his property at 9 Mount Hygeia Road.

Despite angered neighbors’ protests, the council entered a consent agreement on June 15 with St. Croix to avoid litigation, after Rhode Island Supreme Court Justice Maureen Keough said he was within his rights to continue construction of his horse farm under the Right to Farm Act.

Following the council’s decision, Esposito said he wanted to add to the Aug. 8 meeting’s agenda an item for discussion and action regarding the decision but was informed he would not be allowed to make an

action on the issue.

“It is within my rights as Zoning Board chair to add and remove agenda items. I don’t understand why it wasn’t added,” Esposito said.

Though the Zoning Board can make decisions in the best interest of the town, the petitioner has the right to appeal the decision, which can be costly to the town, according to Town Solicitor Joanna Achille.

The consent agreement came from the town’s failed attempt to sue St. Croix for violating a cease and desist order issued by the Zoning Board in September 2017.

“It is not in your purview to enforce zoning laws,” Achille said during the meeting.

Esposito said he took the decision to overturn the decision personally, and the “usurping” of power both in the decision and the agenda item made him feel the board was ineffective.

“It seemed to me like anyone who came to town and threatened a lawsuit could get what they wanted,” Esposito said.

He said he was counseled that the board was not within its rights to sue the council, and overturning decisions is common for the council.

“Several times in the past, it was found that the zoning decision was not necessarily proper,” Achille said.

Hearing Achille, Esposito recommended better communication between the council and other town boards and commissions in the future and said he would not have felt as hurt by the decision had it been discussed with him.

Esposito, 80, said that he will be taking the time to care for his health, and wished the remaining members of the board good luck.

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Administration: Red light cameras still on the table

By **ETHAN SHOREY**
Valley Breeze Managing Editor

ethan@valleybreeze.com

PAWTUCKET – The city is still looking at the possibility of adding red light cameras to capture local traffic violations, according to members of Mayor Donald Grebien’s administration.

“It’s definitely not off the table,” said Dylan Zelazo, deputy director of administration for Grebien.

The General Assembly in June amended the state’s speed camera legislation, limiting scope, times, and penalties associated with the monitoring.

Speed cameras in Providence, where thousands of violations occurred, caused a review of the plan.

Zelazo said officials are reviewing the changes made at the end of the General Assembly session and the impact of the changes.

Red light cameras are recognized “as industry best practice,” allowing for better use of police officers, and if it makes sense for Pawtucket, the city will move forward, he said.

The city has now been looking at potential implementation of red light cameras for more than a year. With other matters such as retaining the Pawtucket Red Sox and figuring out the city’s trash programs taking precedence, installation of red light cameras is not currently high on the priority list, said Zelazo.

If officials do end up moving forward with the company previously chosen by the Pawtucket Purchasing Board, the revised and finalized proposal would have to come back before purchasing, he said.

Others in city government have offered concerns about the proposed installation of red light cameras, or camera systems used to catch motorists going through red lights and speeders exceeding the limit, at certain busy intersections. Among the concerns are that police won’t be able to do some of their most effective work, developing leads through traffic stops, if cameras are doing the work for them.

Public Safety Director James Vartanian said in February that once a final contract has been negotiated and awarded, officials will begin the first phase of the red light camera initiative, which is to work with vendor Gatso USA to identify appropriate locations. Once that phase is completed, if there are appropriate locations for the cameras, there will be public notice and education on the cameras, as well as signage installed, he said at the time.

“We will remain focused on improving safety in any way we can throughout the city, and especially around our schools,” wrote Vartanian then. “We will do so in a manner that respects taxpayers and always look for best practices that can improve safety at little to no cost.”

Officials are working with Gatso to potentially install red light cameras and school speed zone cameras. Revenue from tickets is expected to cover the cost of the program.

Tavares appointed to empty school board seat

By **ETHAN SHOREY**
Valley Breeze Managing Editor

ethan@valleybreeze.com

PAWTUCKET – As anticipated, City Council members have appointed their fiscal adviser, Alan Tavares, as an interim member of the Pawtucket School Committee.

The council made the vote at last Wednesday’s meeting at City Hall after former school board member Michael Araujo took his seat for the first time on the council platform.

Tavares will serve only until a new seven-member committee is sworn in after the November election.

Running for a school board seat this fall are incumbent Democrats Erin Dube, Gerard Charbonneau, Joanne Bonollo and Joe Knight, as

well as Democratic challengers John Arcaro, Roberto Moreno, Stephen Larbi and Kim Grant. The seven top vote-getters in the primary go on to the general election, where they’ll run again against independent Jorge Gil.

Council President David Moran said Tavares is more than qualified to fill in on Araujo’s former seat. He has a degree in business education from Bryant University, his wife is a retired principal at Classical High School, and his daughter is principal at La Salle Middle School. Tavares has a “solid resume” and has worked hard as part of an ad hoc committee meeting quarterly on city and school budgets, he said. Tavares will do a “fantastic job for the School Department” in the short time that he’s in the role, said Moran.

St. Patrick Church offering ASL interpreted Masses

PROVIDENCE – ASL interpreted Masses will begin at St. Patrick Church, 244 Smith St., on Sunday, Aug. 19, at the 9 a.m. English Mass.

The goal is to have an ASL interpreter available every Sunday; interpreters are currently sched-

uled for Masses through Sept. 23. Updated schedules will be posted on the diocesan website at www.dioceseofprovidence.org and in the St. Patrick Church bulletin and website at www.saintpatrickchurch.net.

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NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by August 24, 2018.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on August 21, 2018, at 6:00 PM at the locations listed below.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/tolling>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until August 24, 2018. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

David Fish, P.E.
Administrator of Project Management



Department of Transportation
Two Capitol Hill
Providence, RI 02903
401-222-2450
www.ridot.net

AVISO DE DISPONIBILIDAD

EVALUACIÓN AMBIENTAL: UBICACIONES DE PEAJE 3, 4, Y 6 A 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON, JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN, AND NORTH SMITHFIELD, RHODE ISLAND

El Departamento de Transporte de Rhode Island (RIDOT), junto con la Administración Federal de Carreteras, anuncia el lanzamiento de la Evaluación Ambiental (EA) para los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13 en la I-95, I-195, I-295, US Route 6, y RI Route 146 en las ciudades de Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción propuesta). RIDOT solicita comentarios sobre el documento de EA antes del 24 de agosto de 2018.

El EA evalúa los impactos de la construcción y la implementación de los sistemas de peaje propuestos en las ubicaciones de peaje 3, 4 y 6 a 13. Se han analizado los impactos directos, indirectos y acumulativos del proyecto. El propósito del proyecto es construir sistemas de peaje en las ubicaciones de peaje 3, 4 y 6 a 13 y evaluar los peajes en tractores o tractocamiones, como se define en 23 CFR 658.5, tirando de un remolque o remolques en las ubicaciones de peaje. La EA evalúa la Alternativa de No Acción y la Alternativa de Acción Propuesta.

RIDOT llevará a cabo audiencias públicas para recibir comentarios públicos y talleres para proporcionar detalles sobre el proyecto propuesto y un resumen de la EA. Tres audiencias públicas y talleres se llevarán a cabo el 21 de agosto de 2018 a las 6:00 p.m. en los lugares que se detallan a continuación.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

El EA está disponible para su revisión y descarga en el siguiente sitio web de RIDOT <http://www.dot.ri.gov/tolling>. El EA también está disponible en todas las bibliotecas públicas y ayuntamientos en las siguientes comunidades durante el horario comercial normal:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
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El EA también está disponible para revisión pública en las siguientes ubicaciones:

Rhode Island Department of Transportation Division of Project Management Two Capitol Hill, Room 260 Providence, RI 02903	Federal Highway Administration - Rhode Island Division 380 Westminster Street, Suite 601 Providence, RI 02903
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Se pueden solicitar copias en papel de la EA y / o copias electrónicas por correo a David W. Fish, Administrador de Gestión de Proyectos, Departamento de Transporte de Rhode Island, Two Capitol Hill, Providence, Rhode Island 02903, o por correo electrónico a DOT.BridgeRepairTolls@dot.ri.gov. Lo invitamos a revisar la EA y los memorandos técnicos de apoyo. Los comentarios serán aceptados hasta el 24 de agosto de 2018. Los comentarios pueden enviarse a David W. Fish por correo postal o electrónico usando la misma información de contacto que se encuentra arriba.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contacte Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov o 401-222-2694 ext. 4331 con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.

David Fish, P.E.
Administrator of Project Management



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CAMPAIGN 2018

Save the Children arm backs Raimondo with TV, mail ads

By Patrick Anderson
Journal Staff Writer

PROVIDENCE — The political arm of aid agency Save the Children is jumping into Rhode Island’s Democratic primary for governor with television, online and mail advertisements to help reelect Gov. Gina Raimondo.

In what will be its first involvement in any state’s gubernatorial race this year, the Save the Children Action Network told The Providence Journal on Tuesday that it plans to spend “more than \$300,000” to back Raimondo in her primary campaign against former secretary of state Matt Brown and former state representative Spencer Dickinson. The group said it will likely spend even more to help Raimondo in the general election if she wins the Democratic nomination.

“We are proud to support Gina Raimondo, a proven champion for kids in the Ocean State,” Kris Perry, president of Save the Children Action Network, said in an endorsement announcement slated to be released Wednesday. “Gina is the candidate who will do the most to make sure all Rhode Island kids get a strong start in life.”

Why has the organization singled out Raimondo for help?

“Today, thanks to Gina, full-day kindergarten is

universal,” a narrator says in the new Save the Children Action Network television ad slated to begin airing Wednesday. “We’ve more than tripled the number of Rhode Island children in public pre-schools and made record investments in child care so families can get ahead.”

Asked what investment in particular the group was happy about, Save the Children Action Network spokesman Brendan Daly pointed to the state budget lawmakers passed and Raimondo signed in 2016 that raised funding in the Child Care Assistance Program, which provides direct subsidies to families for child care, by \$8.4 million.

Since Raimondo took office, public pre-school enrollment in Rhode Island has increased from 306 children in the 2014-2015 school year to 1,080 students in the 2017-2018 school year, according to figures from the state Department of Education.

The new television ad — which Daly said has not been coordinated with the Raimondo campaign and will be categorized as an independent expenditure for campaign finance purposes — should give Raimondo an even more dominant position in the election air wars. She has already spent more than \$1 million on television advertising and had nearly

\$4 million in campaign cash at the start of July.

Given Raimondo’s financial and incumbency advantage, assistance from an outside group could be interpreted as a sign that she is more vulnerable in the primary than expected going into the summer.

“We felt this was a good time to run these ads where we are supporting Raimondo in both the primary and general,” Daly said.

In a filing with the state Board of Elections Tuesday, Save the Children Action Network lists one \$250,000 donor, Stacy Schusterman of Tulsa, Oklahoma, chairwoman of Samson Energy Company.

In 2016, Save the Children Action Network, a 501 c-4 nonprofit, supported candidates for various offices in seven states. The endorsement of Raimondo makes Rhode Island the first state of 2018.

One of the group’s 2016 endorsements went to New Hampshire Democrat Colin Van Ostern, who was running for governor against Republican Chris Sununu. Van Ostern lost, but Sununu has since embraced some of the group’s early-childhood policies, earning its support.

As for what policy Save the Children Action Network wants to see in Rhode Island going forward, Daly said expansion of public pre-school programs.

Regunberg launches TV ad

Lieutenant governor candidate puts spotlight on lobbyists’ influence

By Katherine Gregg
Journal Political Writer

PROVIDENCE — Two-term state Rep. Aaron Regunberg hit the airwaves on Tuesday with the first TV ad in his campaign for lieutenant governor, and it paints a pretty dark picture of what goes on at the State House.

In the 60-second spot, Regunberg takes viewers on a “tour” of a State House-like setting where doors open and close on dramatized scenes of “lobbyists” — straight out of central casting — furtively handing envelopes over to “lawmakers.”

Against this backdrop, Regunberg — a 28-year-old progressive challenging incumbent Lt. Gov. Dan McKee in the September Democratic primary — tells viewers: “Every day here, corporate lobbyists make backroom deals to protect their interests, not ours. Lobbyists give politicians checks, then score tax giveaways, rate hikes and higher drug prices at our expense.”

Regunberg points to his own efforts as a state lawmaker to win a minimum wage hike for tipped workers and a minimum number of paid sick days for all workers.

But “going up against corporate lobbyists, I’ve seen how rigged this system is. And I’ve got a plan to fix it. Campaign finance reform to shut down corporate fundraisers. End backroom deals for drug companies, National Grid, the NRA with transparency and sunlight,” he says, citing stalled legislation banning mid-session contributions to lawmakers by lobbyists and PACs that he introduced in the last legislative session.

“Real change starts with opening these doors to turn the State House back into the people’s house. That’s how we’ll win universal healthcare, ban assault weapons and protect a woman’s right to choose,” he says.

As evidence of the money-fueled deal-making that Regunberg alleges, his campaign manager, Jake London, cited news stories about a bill to provide a renewable-energy



State Rep. Aaron Regunberg is challenging incumbent Lt. Gov. Dan McKee in the September Democratic primary. [THE PROVIDENCE JOURNAL / SANDOR BODO]

incentive to the burning of wood waste to generate electricity “that was written for one developer” who had made tens of thousands in contributions to legislative leaders. (The bill died in the face of opposition from environmental groups, and the threat of a gubernatorial veto.)

“Not to mention contributions by the gun lobby to kill common-sense gun violence prevention bills and pharmaceutical companies’ killing of legislation Aaron wrote to rein in out-of-control drug prices,” London said.

London said the first-week buy for the ad produced by BerlinRosen was \$78,749, but “we have booked enough airtime across major stations (broadcast and cable) to get our message out statewide in a strong way from now through the election. This is important, because we know that we are potentially up against billionaire super PAC outside spending in this campaign.”

He cited, as one example from the past: the \$100,000 that wound its way from Walmart heiress Alice Walton to the New York City-based nonprofit Education Reform Advocacy Now, to the Washington, D.C.-based 50Can Action Fund Inc. to an advocacy group — calling itself Moving Rhode Island Forward — that spent \$83,500 to produce and air a TV ad that promoted McKee in 2014.

Two weeks ago, Regunberg launched his digital ad campaign.

Meanwhile on Tuesday, the

McKee camp accused Regunberg of putting on Facebook “a fake and manufactured headline” over a WPRI story. Quoting data from the R.I. Division of Public Utilities and Carriers, the story said: “competitive suppliers cost residential customers in Rhode Island about \$28 million more than National Grid’s standard offer rate over the past five years.”

According to the story, McKee, who’s been a staunch supporter of competitive electric suppliers, said the problems stem from companies that use high-pressure sales tactics, and that consumers shopping around on their own or using the “Empower RI website” he created need to pay attention to contract terms.

The Regunberg post was headlined: “Dan McKee using taxpayer dollars to promote predatory energy suppliers. Watch the WPRI report.” The McKee camp cried foul, labeling the original post “unethical.” Regunberg’s campaign manager Jake London accused McKee, in turn, of trying to distract attention from the TV station’s findings.

London said the heading contained a “description typed on a screenshot graphic from the story encouraging folks to watch the story for themselves. After Dan McKee’s campaign complained... WPRI contacted our campaign and asked us to voluntarily choose a different graphic that did not use their anchors’ likenesses, and we were happy to do so.”

City files for federal grant, but won't sign certification

By JOHN HOWELL

On the advice of City Solicitor Peter Ruggiero, neither Police Chief Stephen McCartney nor Mayor Joseph Solomon has signed an application for \$16,751 in federal Edward Byrne Memorial Assistance Grant funding.

In his letter that accompanied the grant application, Ruggiero writes, "It is well-settled decisional law that the federal government cannot commandeer local government resources nor require local governments to enforce federal

immigration statutes and regulations."

The action is a step back from that taken last week by Providence and Central Falls. They filed suit against U.S. Attorney General Jeff Sessions, arguing that the Department of Justice is seeking to "coerce local governments into enforcing the federal government's civil immigration policies."

McCartney said that joining in the Providence and Central Falls suit is a possibility should the unsigned grant request be rejected. In the case of Providence and Central

Falls, respective grants of \$212,112 and \$28,677 are at stake.

In addition to the \$16,751, Warwick could lose an additional \$27,000 in Byrne JAG. McCartney explained the \$27,000 represents the city's share of \$767,114 earmarked for the state. Rhode Island Attorney General Peter Kilmartin joined seven other attorneys general in a class action lawsuit likewise arguing that the federal government was stepping outside its constitutional bounds by making enforcement of federal immigration statutes a condition of fund-

ing.

McCartney said he has no problem in cooperating with federal immigration authorities when it involves apprehending "bad guys" involved in criminal activities. He sees no reason, however, for his department to be involved when it comes to detaining immigrants in civil matters.

In his letter to the chief and mayor, Ruggiero says the city would be required to sign certification statements that, in his opinion, "violate provisions of the U.S. Constitution, the R.I. State Consti-

tion and violate principles of federalism."

The \$16,751 would be used for the procurement of new software to update the department's TOTAL STATION system that is used for crime scene/accident scene reconstructions and for new computer hardware to replace some of our aging patrol computers, McCartney said.

He said the request was approved by the City Council in June, which is a required component of the grant.



Steaming up the bay

The coal barge Maryland being pushed up the bay by the tug, Joan Moran, prompted calls to the *Beacon* early Wednesday morning that a boat appeared to be on fire and headed for Providence. It is believed the coal, heated by Tuesday's sun and offloaded into the barge early Wednesday, actually caused it to "steam" in the early morning humidity. This picture was taken north of Conimicut Point. (*Warwick Beacon photo*)

Woman shot while in her home released from hospital

Warwick Police are working to sort out what happened Tuesday evening when a woman in her 50s living alone at 1161 West Shore Road was shot while in her home.

Richard Wade, 37, of Warwick but with no known address, has been arrested in connection with the shooting and charged with a number of counts, including assault with a deadly weapon, possession of a firearm by a felon and possession of a firearm while intoxicated.

According to Major Mark Ullucci, it appears Wade, using a small

caliber handgun, fired more than one shot through a front storm door, hitting the woman. He said the woman was transported to Rhode Island Hospital and has since been released.

According to the release issued by the department, police responded to the scene at 6:30 p.m. based on a report that a woman was bleeding in her home. After determining she had been shot, officers obtained a description of a possible suspect from neighbors, locating Wade on an adjacent street. A firearm was al-

so subsequently located and seized.

At this point, Ullucci said, it is thought that Wade fired the shots from a vacant house directly across the street from that of the victim. Ullucci said police are seeking to determine whether Wade was periodically staying at



WADE

the house and if he had also at sometime been in the woman's house.

"We don't have any knowledge of that," Ullucci said when asked if Wade and the woman were related or knew each other. He said Wade has been "uncooperative."

At the time of his arrest, Ullucci said Wade appeared to be under the influence of alcohol or drugs.

Detective Sgt. Fred Piece is leading the investigation.

All American Assisted Living classic car show set this Saturday

All American Assisted Living on Toll Gate Road, Warwick, will hold its first annual classic car show Saturday, August 18 from 11 a.m. to 2 p.m. Anyone who has his or her own classic car can bring it to the show, as registration is free. The car show is also open to the public.

The car show will also have several other things other than cars for visitors to enjoy. There will be a DJ playing music and complimentary food for anyone who comes in to look at the cars. A raffle will also be held and people will also get refreshing drinks from New England Lemonade.

Trophies will also be given out to several cars that impress the judges during the show. Cars can win such trophies as "Manager's Choice," "Best in Show" and "People's Choice."

For anyone who wants to attend this first annual classic car show, it will be located at All American Assisted Living Warwick, which is on 55 Toll Gate Hill Farm Road.

87 Kingstown Rd, Richmond RI - 401.247.GUNS

NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT: TOLL LOCATIONS 3, 4 & 6 THROUGH 13

I-95, I-195, I-295, US ROUTE 6, AND RI ROUTE 146

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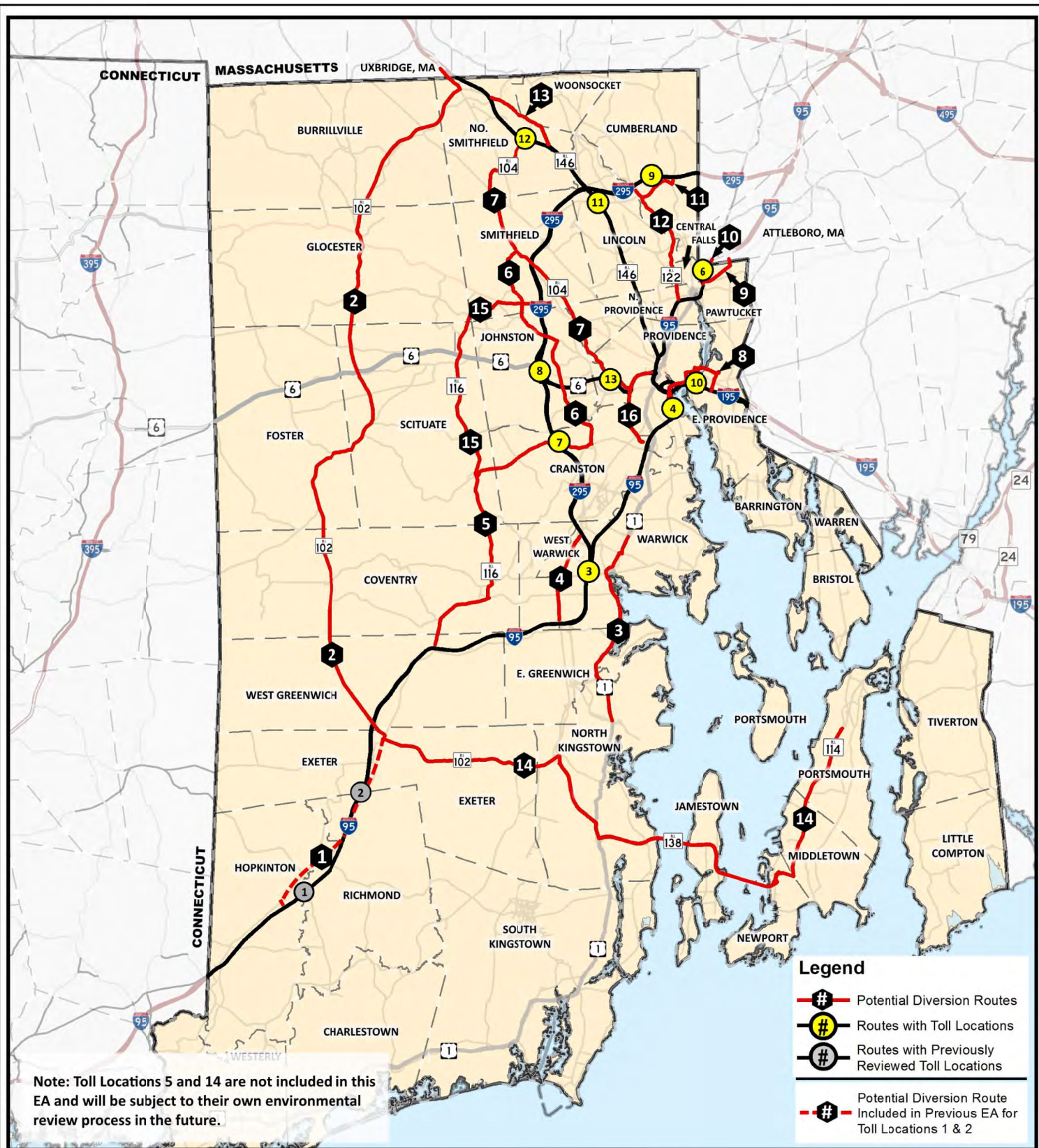
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David Fish, P.E.
Administrator of Project Management

Department of Transportation
Two Capitol Hill
Providence, RI 02903
401-222-2450
www.ridot.net

H.4 Public Hearing Presentation Boards



Prepared For:



Prepared By:



TOLL LOCATIONS 3, 4 & 6-13

WARWICK, PROVIDENCE, PAWTUCKET, CRANSTON,
JOHNSTON, CUMBERLAND, EAST PROVIDENCE, LINCOLN,
NORTH SMITHFIELD, RHODE ISLAND

Data Sources:
MassGIS, RIDOT, RIGIS, ESRI

0 2.5 5
Miles



POTENTIAL DIVERSION ROUTES

FIGURE 1-2

GREY SHADING - NON TOLLED VEHICLES

WHITE SHADING - TOLLED VEHICLES

CLASS 1
Motorcycles



CLASS 2
Passenger Cars



CLASS 3
Four Tire
Single Unit



CLASS 4
Buses



CLASS 5
Two Axle, Six Tire,
Single Unit



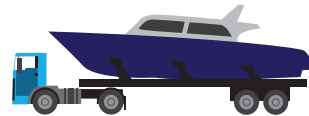
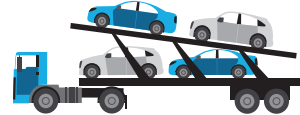
CLASS 6
Three Axle
Single Unit



CLASS 7
Four or More Axle
Single Unit



CLASS 8
Four or Less Axle,
Single Trailer



CLASS 9
5-Axle Tractor
Semitrailer



CLASS 10
Six or More Axle,
Single Trailer



CLASS 11
Five or Less Axle,
Multi-trailer



CLASS 12
Six Axle,
Multi-trailer



CLASS 13
Seven or More
Axle, Multi-trailer



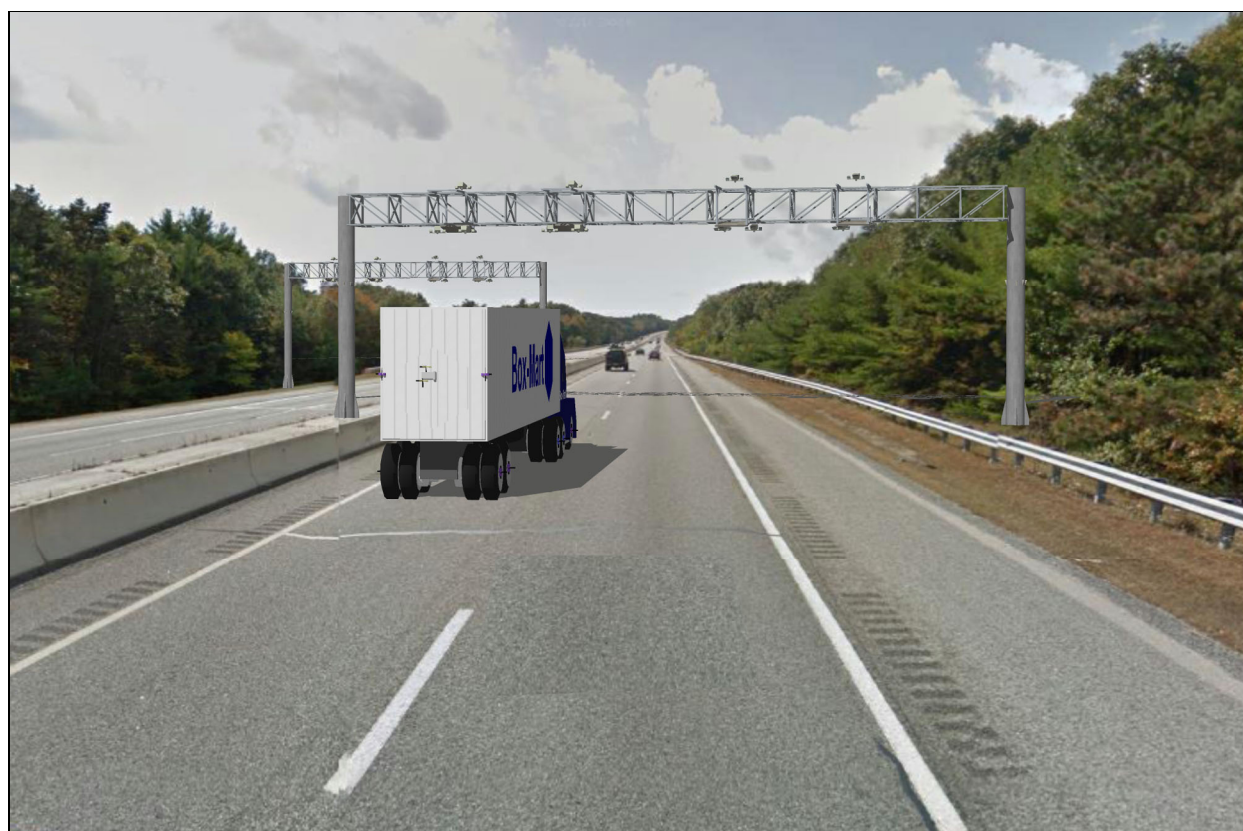


Photo 3-1. Image of Typical Toll Gantry in Urban and Rural Locations

Source: Google; Rendering: Jacobs.

H.5 Public Hearing Presentation

ENVIRONMENTAL ASSESSMENT

Toll Locations 3, 4 & 6 through 13

**Warwick, Providence, Pawtucket, Cranston, Johnston,
Cumberland, East Providence, Lincoln, North Smithfield,
Rhode Island**



U.S. Department of Transportation
Federal Highway Administration

Welcome

- Introduction
- Safety
- Workshop/Open House
 - Brief Presentation
 - Large Format Graphic Panels
 - Copies of Environmental Assessment
- Public Hearing
 - Receive Oral Comments
 - Receive Written Comments

Project Background

- Toll Revenue Studied and Assumed in Planning Process
- RIDOT Asset Management Approach
- The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016

Purpose of the Project

- Construct toll systems at Toll Locations 3, 4 & 6 through 13 (Ten toll Locations)
- Assess tolls on tractors or truck tractors as defined in 23 CFR 658.5, pulling a trailer or trailers at Ten Toll Locations

Need for the Project

- Bridges are critical functional elements;
- Statewide backlog of infrastructure needs;
- Federal Performance Measures for Bridge Condition; and
- Insufficient revenue from existing state and federal sources.


Toll Locations















































Bridges Associated with Toll Locations

Bridge Name	Bridge Number	Toll Location	Community	Proposed Bridge Improvement
Toll Gate Bridge	068301	3	Warwick	Superstructure Replacement
Centerville Road Bridge	068401	3	Warwick	Replacement
Oxford Street Bridge	065301	4	Providence	Superstructure Replacement
Roosevelt Ave Bridges (NB & SB)	056201 NB/ 056221 SB	6	Pawtucket	Superstructure Replacement
East Street Bridges (NB & SB)	056101 NB/ 056121 SB	6	Pawtucket	Superstructure Replacement
Aqueduct Bridges (NB & SB)	073001 NB/ 073021 SB	7	Cranston	Superstructure Replacement
Plainfield Pike Bridges (NB & SB)	073201 NB/ 073221 SB	7	Cranston	Superstructure Replacement
Greenville Ave Bridges (NB & SB)	074001 NB/ 074021 SB	8	Johnston	Superstructure Replacement
Hartford Pike Bridges (NB & SB)	075701 NB/ 075721 SB	8	Johnston	Deck Replacement and Strengthen
US 6 Bridges (North & South)	073701 NB/ 073721 SB	8	Johnston	Superstructure Replacement
Scott Road Bridges (NB & SB)	075201 NB/ 075221 SB	9	Cumberland	Deck Replacement and Strengthen
Leigh Road Bridges (NB & SB)	075301 NB/ 075321 SB	9	Cumberland	Superstructure Replacement
Washington Bridge South Washington Bridge North	020001 700001	10	Providence and East Providence	Repair and Rehabilitate
Louisquiset Pike Bridge	027601	11	Lincoln	Bridge Replacement
Farnum Pike Bridges (NB & SB)	044101 NB/ 044121 SB	12	North Smithfield	Bridge Replacement
Woonasquatucket River Bridge	060401	13	Providence	Repair and Rehabilitate
Note: Toll Locations 1 and 2 on I-95, in Hopkinton, Richmond and Exeter have been reviewed under a previous Environmental Assessment. Toll Locations 5 and 14 are not included in this Environmental Assessment and will be subject to their own environmental review process in the future.				

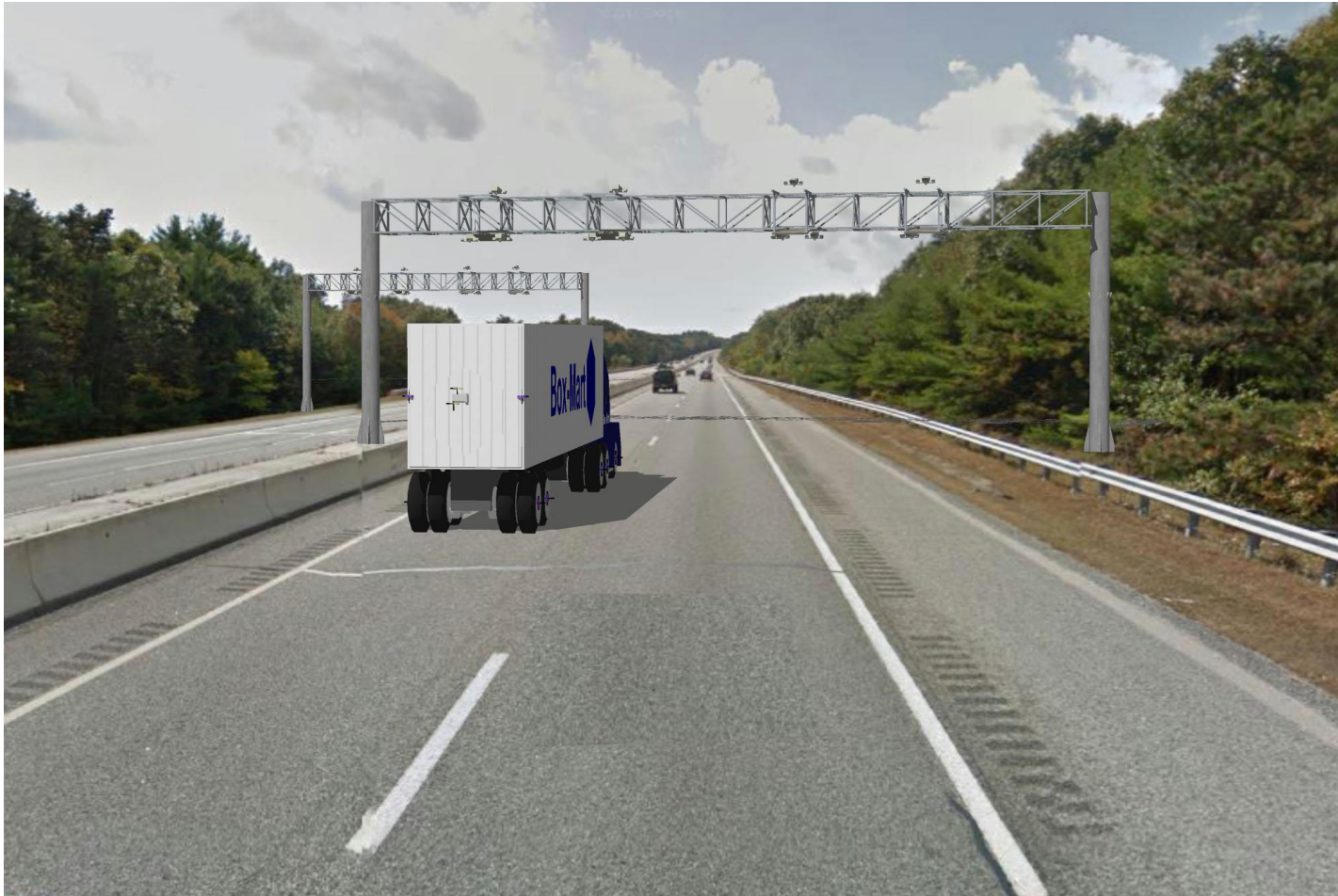
Tolled Vehicle Classes

 GREY SHADING - NON TOLLED VEHICLES

 WHITE SHADING - TOLLED VEHICLES

<div>CLASS 1</div> <div>Motorcycles</div> <div></div>	<div>CLASS 5</div> <div>Two Axle, Six Tire, Single Unit</div> <div></div>	<div>CLASS 8</div> <div>Four or Less Axle, Single Trailer</div> <div></div>	<div>CLASS 10</div> <div>Six or More Axle, Single Trailer</div> <div></div>
<div>CLASS 2</div> <div>Passenger Cars</div> <div>   </div>	<div>   </div>	<div>  </div>	<div> <div>CLASS 11</div><div>Five or Less Axle, Multi-trailer</div><div></div></div>
<div>CLASS 3</div> <div>Four Tire Single Unit</div> <div>    </div>	<div>CLASS 6</div> <div>Three Axle Single Unit</div> <div>   </div>	<div>  </div>	<div>CLASS 12</div> <div>Six Axle, Multi-trailer</div> <div> </div>
<div>CLASS 4</div> <div>Buses</div> <div>  </div>	<div>CLASS 7</div> <div>Four or More Axle Single Unit</div> <div>  </div>	<div>CLASS 9</div> <div>5-Axle Tractor Semitrailer</div> <div>  </div>	<div>CLASS 13</div> <div>Seven or More Axle, Multi-trailer</div> <div>  </div>

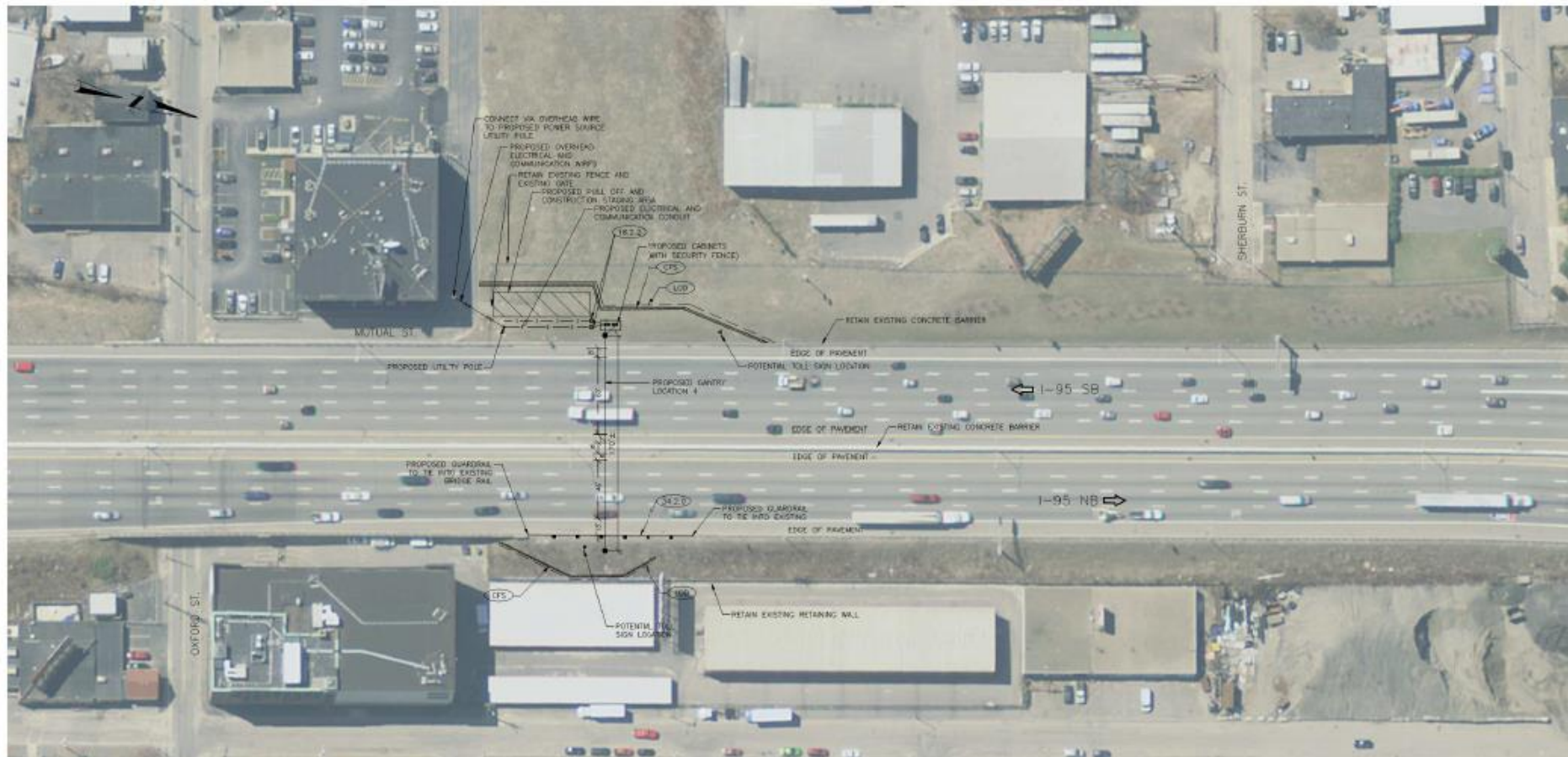
Toll Systems



Example - Toll Location 6



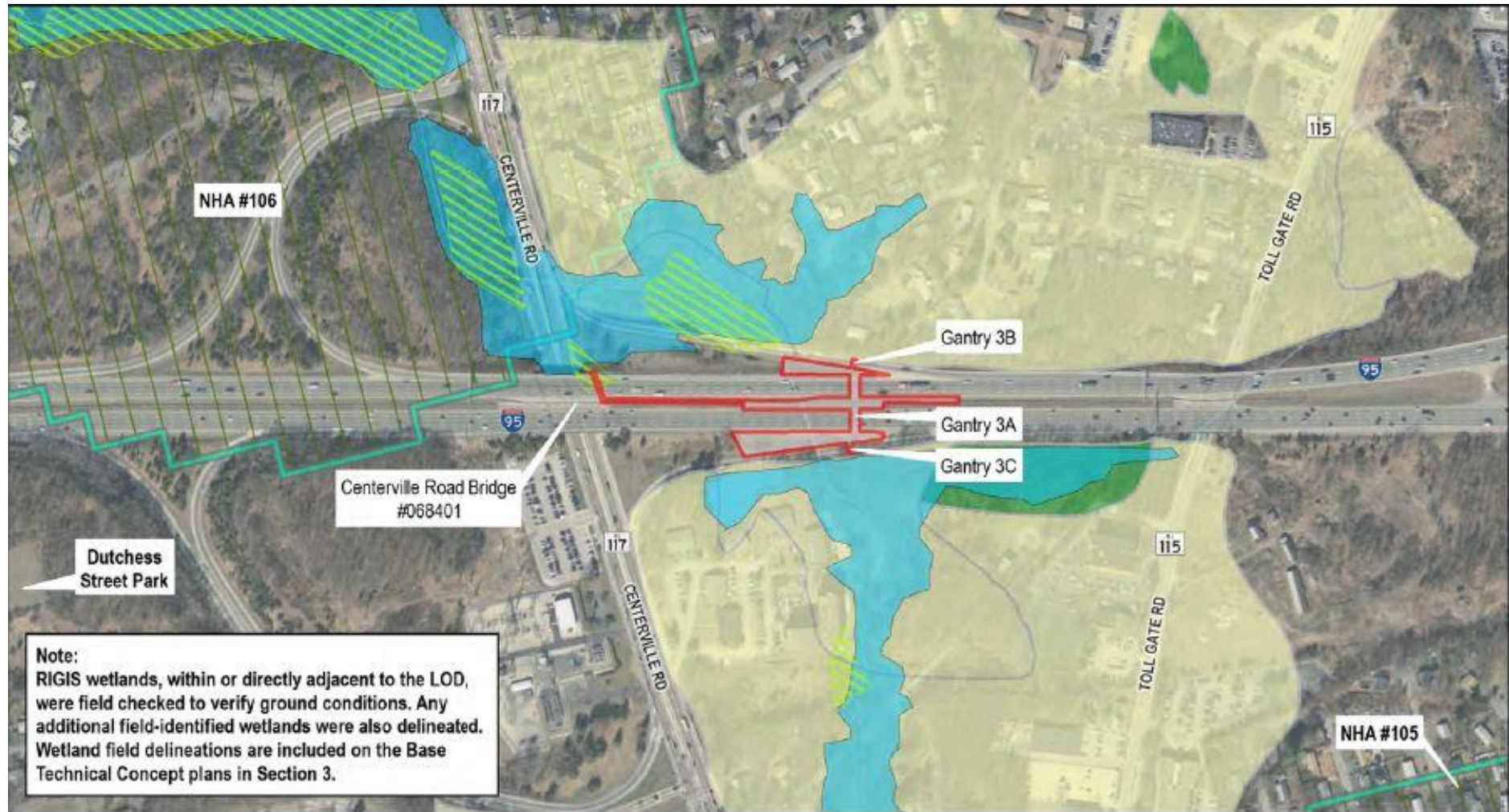
Example Toll Location Design – Toll Location 4



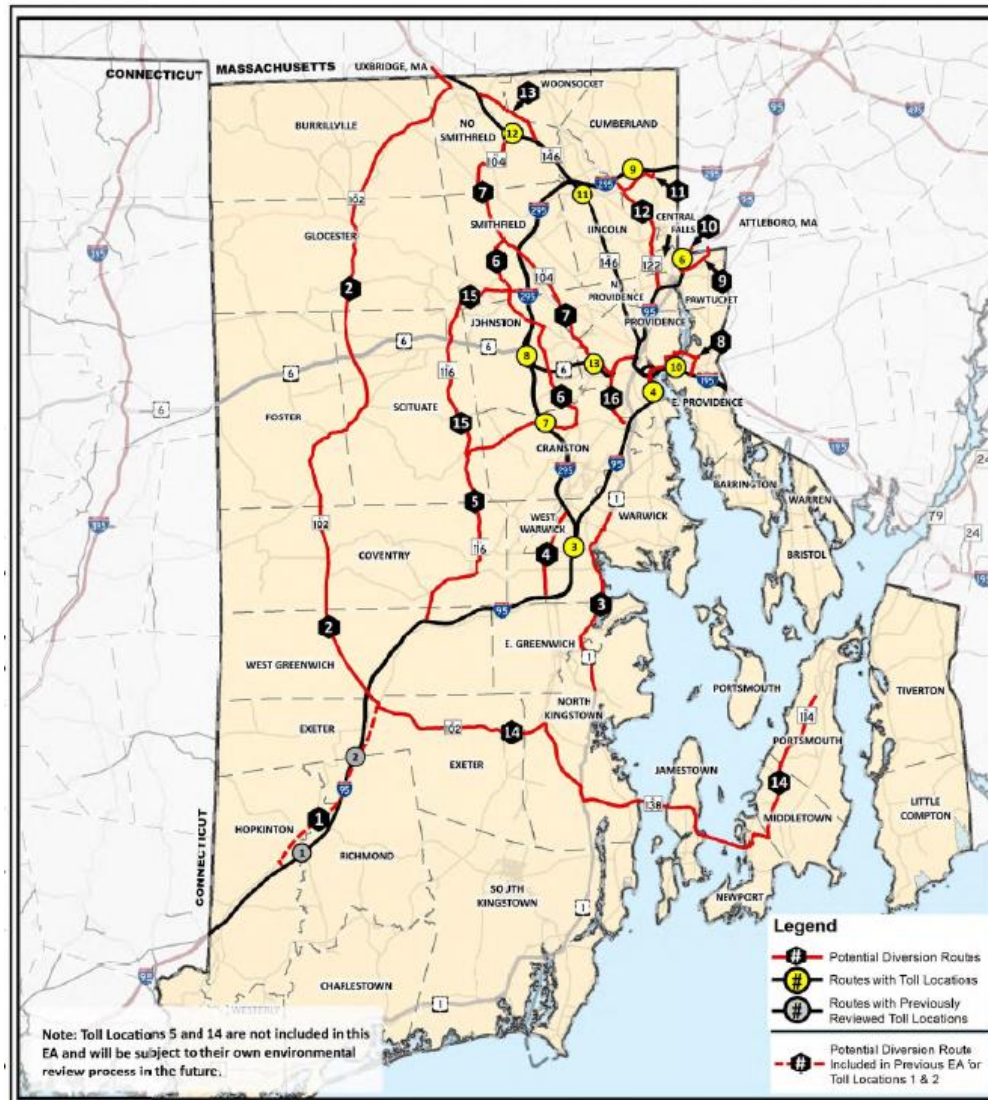
Resource Categories Evaluated

- Land Use
- Transportation Network
- Wetlands and other Waters of the US
- Floodplains
- Groundwater resources, aquifers, and reservoirs
- Open Space, Section 4(f) and 6(f) properties
- Wild, Scenic, and Recreational Rivers
- Economic Impact on Trucks Assessed with Tolls
- Federal Threatened or Endangered Species, State Natural Heritage Species, and Migratory Birds
- Historic and Archaeological Resources
- Environmental Justice
- Social
- Visual Resources
- Air Quality
- Noise and Vibration
- Hazardous Materials
- Farmland and Soils

Example Environmental Features Toll Location 3



Potential Diversion Routes



Summary

- Environmental Impacts
 - Toll Locations 3, 4 & 6 through 13
 - Potential Diversion Routes 2 through 16
- Federal Highway Administration Involvement
- Receipt of Public Comments

Receipt of Comments

- State your name
- State your affiliation
- 3-minute limit per individual

H.6 **Sign In Sheet – blank**

**Environmental Assessment
Toll Locations 3, 4 & 6 through 13**

Public Hearing

Toll Gate High School, 575 Centerville Rd, Warwick

August 21, 2018

Sign In Sheet

	Name	Affiliation	Email
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H.7 Comment Form –blank

**Environmental Assessment
Toll Locations 3, 4 & 6 through 13**

Public Hearing

Toll Gate High School, 575 Centerville Rd, Warwick

August 21, 2018

Comment Form

Name:

Affiliation:

Email:

Comments:

H.8 Sign In Sheets from Public Hearing

Environmental Assessment
Toll Locations 3, 4 & 6 through 13
Public Hearing

~~Toll Gate High School, 575 Centerville Rd, Warwick~~
July 27, 2018

Sign In Sheet

PROVIDENCE

	Name	Affiliation	Email
1	Monique Chantier	stopTollsRI.com	
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Environmental Assessment
Toll Locations 3, 4 & 6 through 13

Public Hearing

Central Falls High School, 24 Summer St, Central Falls

July 27, 2018

Sign In Sheet

	Name	Affiliation	Email
1	THOMAS LAZIEH	CITY OF C.F.	MAYORTLAZIEH@icloud.com
2	DAVID A BROWN	WHITTEY-HIGGINS	cudbrown@whittet-hig
3	SUSAN D BROWN	✓ ✓ ✓	✓ ✓ ✓
4	THOMAS LAZIEH	THOMAS LAZIEH	MAYORTLAZIEH@icloud.com
5	THOMAS LAZIEH	"	"
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Tollgate **Warwick**
Environmental Assessment
Toll Locations 3, 4 & 6 through 13
Public Hearing
 Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence
 July 27, 2010

Sign In Sheet

	Name	Affiliation	Email
1	CARLOS MACHADO	FHWA	CARLOS.MACHADO@DOT.GOV ✓
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**Environmental Assessment
Toll Locations 3, 4 & 6 through 13**

Public Hearing

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence

Sign In Sheet

August 21, 2018

	Name	Affiliation	Email
1	ROSLAND LAVALLEE	SELF	
2	WILFRED HERNANDEZ	FHWA	WILFRED.HERNANDEZ@dot.state.rh.us ✓
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H.9 Public Hearing Transcripts

- 9.1 July 27, 2018 Public Hearing Transcripts
- 9.2 August 21, 2018 Public Hearing Transcripts

9.1 July 27, 2018 Public Hearing Transcripts

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DEPARTMENT OF TRANSPORTATION

In Re:

Tolling Public Hearing

Environmental Assessment
RIC# 2017-OT-002

DATE: July 27, 2018
TIME: 5:30 P.M.
PLACE: Toll Gate High School
575 Centerville Ave,
Warwick, RI 02886

Heard Before:

Vera Querceto, Esq.

LISA M. REIS, CR, RPR
COURT REPORTER

FRIDAY, MAY 27, 2018

[COMMENCING AT 6:30 P.M.]

MS. QUERCETO: Good evening. My name is Vera Querceto, and I'm an attorney with the Rhode Island Department of Transportation, and we are here this evening to receive public comment for the environmental assessment for Toll Locations 3, 4, and 6 through 13. These are the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, North Smithfield, Rhode Island.

Does anybody require the use of a Spanish interpreter? We have that service available.

If anybody would like to make a public comment, please use the sign-up sheet designated in the front of the room, and we will take you in the order that you signed up at. There will be a three-minute limit per individual.

Is there anyone who would like to make a public comment this evening?

[NO RESPONSE]

MS. QUERCETO: As no one has yet to come forward, we will wait approximately 20 minutes to see if anyone else comes forward to present public comment. The time is now 6:37. Does anyone wish to make a public comment this evening?

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[NO RESPONSE]

MS. QUERCETO: As there is no one here to give
public comment, we're going to be closing this public
comment session. Thank you.

[ADJOURNED AT 6:45 P.M.]

* * * * *

C E R T I F I C A T I O N

I, **Lisa M. Reis**, hereby certify that the succeeding pages are a true and accurate transcript of my stenographic notes of the proceedings which occurred on the above-entitled date, in the matter of:

RIDOT Tolling Public Hearing



LISA M. REIS, Notary Public
Court Reporter, RPR

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

IN RE:)
)
)
TOLLING PUBLIC HEARING)
)
)
ENVIRONMENTAL ASSESSMENT)
RIC# 2017-OT-002)

DATE: JULY 27, 2018
TIME: 6:00 PM
PLACE: CENTRAL FALLS HIGH SCHOOL
24 SUMMER STREET
CENTRAL FALLS RI 02863

HEARD BEFORE:

Maxford O. Foster, Esquire
Deputy Chief of Legal Services

KAREN R. CESERETTI, RPR
COURT REPORTER

A P P E A R A N C E S

DEPATMENT OF TRANSPORTATION:

Maxford O. Foster, Esquire
Deputy Chief of Legal Services
Department of Transportation
Two Capitol Hill
Providence RI 02903
(401) 222-6510 EXT 4664
Maxford.foster@dot.ri.gov

DEPARTMENT OF TRANSPORTATION

CENTRAL FALLS HIGH SCHOOL

FRIDAY, JULY 27, 2018 @ 6:00

MR. FOSTER: All right. Good afternoon, ladies and gentlemen. This is Part II.

MR. BROWN: Good evening.

MR. FOSTER: Good evening, ladies and gentlemen. This is Part II of today's proceeding, the public comment portion. If you have not already done so, please sign up over on the table to my left. I have a signup sheet for the individuals already signed up. I have three on the list.

Each person will have three minutes to speak and I will be timing you here. I will try to give you a 30 second warning, three minutes total per person to either comment or pose whatever questions you might have. RIDOT will respond after the close of the comment period which is August 24th, 2018.

We have a Spanish language interpreter here for anyone who needs that service, and we are about to start right now. So the first person on the list is Mr. Thomas Lazieh. These comments are with regard to Environmental assessment to the total location 3, 4 and 6 through 13 in

1 Warwick, Providence, Pawtucket, Cranston, Johnston,
2 Cumberland, East Providence, Lincoln, North Smithfield,
3 Rhode Island. Mr. Lazieh, can you take a seat.

4 MR. LAZIEH: You want me there?

5 MR. FOSTER: Please.

6 MR. LAZIEH: Okay.

7 MR. FOSTER: Please identify yourself and any
8 affiliation you may have and proceed. I won't start your
9 time until after you have started actually speaking.

10 MR. LAZIEH: Let me first say I object to three
11 minutes. I cannot even introduce myself in three
12 minutes. My name is Thomas Lazieh, L-A-Z-I-E-H.

13 I'm the former mayor of Central Falls, presently a
14 city council member. I am here objecting to the public
15 hearing. As you can see, three public representatives
16 are here. To hold three public hearings on the same
17 night at the same time especially on a Friday evening in
18 the middle of the summer is ludicrous. It is not a
19 public hearing. It is a date and time to satisfy
20 whatever regulations you have but not a true public
21 hearing.

22 I had other individuals to come tonight, but because
23 of the location, they are disabled. Because of the
24 stairs, they couldn't get in here. And they were not,
25 they decided that they couldn't come because of first we

1 weren't sure exactly where we were going to be holding
2 the meeting. This would have been even more difficult
3 trying to get here. I went to school here. This was a
4 gymnasium at the time. There were no stairs here. This
5 is all new. Let me get back to my concerns.

6 My concerns on the Gantry and tolling system, I have
7 never been in support of it. I have my qualms about
8 establishing a tolling system. I have my concerns about
9 the disruption that it will create.

10 I want to ask the DOT and other agencies if they had
11 any involvement both professionally or financially in the
12 establishment of the roundabout on Roosevelt Avenue,
13 which is a terrible public safety hazard, improperly put
14 there. As a city councilman for a year and-a-half, I
15 have called for a public hearing on that project from the
16 beginning and have been denied public discussion on the
17 installation of that roundabout.

② 18 I truly believe that the roundabout is illegal. I
19 believe it does not provide enough travel space for
20 vehicles and trucks to circumnavigate around it. A fire
21 truck or ladder truck cannot come down Charles Street and
22 go around the roundabout successfully on its first try.

23 I have seen cars almost get into accidents because
24 have you a traffic light, have you a roundabout, you have
25 other traffic signs, which is creating a total disruption

1 and confusion to the people who are using that roadway.

2 MR. FOSTER: 20 second warning.

3 MR. LAZIEH: And that is the other thing. We have
4 three people here. I'm not sure how many are going to
5 speak but we are limited to three minutes.

6 My concern is the Gantry. I did know to ask for
7 information and the Gantry is going to be installed right
8 after the exit ramp from Roosevelt Avenue.

9 MR. FOSTER: Time is up, sir. Sorry. Time is up.

10 MR. LAZIEH: Time is up?

11 MR. FOSTER: Yes.

12 MR. LAZIEH: But you have discretion to extend time.

13 MR. FOSTER: I don't.

14 MR. LAZIEH: Am I allowed after the speakers to get
15 up and ask additional questions? Because, this is not
16 fair. Three minutes to discuss a major operation of this
17 nature effecting the City of Central Falls which I'm an
18 elected official here and to be limited to ask questions
19 and to further discuss and gain information in three
20 minutes, it is not fair.

21 MR. FOSTER: This is but one process. You can
22 actually write and submit whatever questions and comments
23 you may have.

24 MR. LAZIEH: That is why I came here personally
25 because I wish to publically ask questions and have these

1 determinations. I did receive these materials FedEx. I
2 thank you very much for providing them. But, going
3 through these --

4 MR. FOSTER: Sir, sir, sorry, but your time is up.

5 MR. LAZIEH: -- would take weeks.

6 MR. FOSTER: Your time is up. Sorry.

7 MR. LAZIEH: I object to the time limitations and I
8 ask and wish to speak after additional voters and
9 individuals here. I don't think we are going to be
10 delayed because I don't see too many people. So, I think
11 a fruitful discussion is warranted especially since we
12 only have three residents here.

13 MR. FOSTER: Respectfully, though it is Mr. Brown's
14 turn now.

15 MR. BROWN: Allow me to introduce myself. I am
16 David Brown. I'm president of a company, manufacturing
17 company here in Central Falls, Wiggins Higgins Company.
18 It employs about 50 people. Its average compensation is
19 about \$50,000 for the production workers. It is advanced
20 manufacturing.

21 The manufacturing companies in Rhode Island, as
22 anywhere except in the agricultural world, are dependent
23 upon importing the materials which they are going to
24 convert. This program is going to impair that.

25 We currently, I pay to have a load of steel come in

1 \$2,300 a minimum and up to \$3,400. If I did that in
2 Carolinas, I would be paying less than \$1,500. And this
3 is going to cause that segment which manufacturers depend
4 upon to raise our prices.

5 Now, I am not dealing with the matter that the roads
6 need improvements. Before all you people from the State
7 here tonight, your predecessors or the political parties
8 did not do a good job. So I have no issue with that.

9 But I do have an issue that when I began business 50
10 years ago in April of 1968, there were about 110,000
11 people employed in manufacturing in Rhode Island. Today
12 we are down to four and those are the better paying jobs.
13 The current program of the government has been to
14 encourage and finance through incentives, construction,
15 mainly construction.

16 And that construction is going to lead to low paying
17 jobs which are going to be paid 20, \$25,000. Therefore,
18 what I feel about the choice of tolls, which was a
19 political decision, is that you are impairing, not you
20 personally, but the State is impairing its manufacturing
21 segment.

22 I have a son, one of two sons, running the business
23 today. He is very prone to move out of state, and that
24 is going to happen to other manufacturing businesses.
25 And I think that the decision process, the financing the

1 highway improvements that are definitely needed, they are
2 quiet erroneous for the long-term benefit for the bulk of
3 the people in Rhode Island.

4 MR. FOSTER: 20 second warning.

5 MR. BROWN: Pardon me?

6 MR. FOSTER: 20 second warning.

7 MR. BROWN: I wish to get that on the platform and
8 have it addressed. I don't know what we are going to do.
9 You are financing the highway system on large trucks
10 which hit every individual through grocery shopping and
11 whatnot, but you are also very much impairing on the
12 better paying jobs in Rhode Island. And when the
13 construction is done, those jobs are gone. Okay.

14 MR. FOSTER: Thank you very much for your comment.

15 MR. BROWN: Okay.

16 MR. FOSTER: We have Susan Brown.

17 MS. BROWN: Okay, Susan Brown. When we hear about
18 trucks going through Rhode Island, we hear about them
19 zooming through from one end of the State to the other
20 and not stopping. They are through traffic. But many of
21 the trucks that will be coming into Rhode Island will be
22 going to businesses, small businesses, and dropping off
23 goods, picking up goods and taking them somewhere else.
④ 24 This will really impact these smaller businesses. It
25 will also impact the cost of goods and services for

1 citizens in this State. So that is not going to be very
2 helpful. In general, I have to say that Rhode Island is
3 just crazy to get new businesses to come here and yet
4 what it does to the businesses here, it has absolutely no
5 concern for the wellbeing of the businesses here. Nobody
6 cares whether the businesses prosper or the businesses
7 pull out. I think it is something to consider. We work
8 very hard. We work. The people in our company work
9 very, very hard. They should be given some
10 consideration.

11 There are a lot of young people with families. They
12 are delighted to have wonderfully paying jobs in a
13 technologically advanced business but this business may
14 not stay here if it becomes apparent that nobody in the
15 State cares about some of the issues that effect these
16 businesses. So that is about all I have to say.

17 MR. FOSTER: Thank you very much. Did you sign up
18 somewhere else, Mr. Lazieh?

19 MR. LAZIEH: I will sign up again if that will give
20 me more time. Should I put my son's name down?

21 MR. FOSTER: No.

22 MR. LAZIEH: This is Thomas Lazieh. Thomas Lazieh,
23 1072 Longsdale Avenue, Central Falls, Rhode Island. As a
24 public official in the City of Central Falls, I am here
25 representing constituents and businesses at the exit of

1 Roosevelt Avenue who are upset with the installation of a
2 roundabout. Why it was installed years ago, I surmised
3 that it was because of the preparation for the towing
4 system.

5 I believe the roundabout is to effect diversionary
⑤ 6 trucks that would get off the highway to get around the
7 Gantry right after the Roosevelt Avenue exit. To me and
8 to the constituents I represent and businesses I
9 represent, they object to the roundabout. I asked that
10 the Rhode Island Department of Health or Rhode Island
11 Department of Transportation look into the installation
12 of it and that the installation of it, if it meets all
13 federal and state regulations on size, diameter and
14 circumference so it could be a safe travel. We do not
15 believe that is the case.

16 The tolling system is a whole different issue. Once
17 traffic is diverted, then they will be going around other
18 areas. I think your review and your synopsis in your
19 report and what was stated at the beginning of the
20 meeting, I believe, is optimistic in support of the
21 installation of the tolling and Gantry system. I think
22 that the disruption to the traffic will be severe, more
23 severe than you project.

24 MR. FOSTER: 30 seconds.

⑥ 25 MR. LAZIEH: I believe that the detours that trucks

1 will take to go around Rhode Island or to come through
2 Rhode Island and the normal city and town traffic will be
3 greatly enhanced and will create and could be a nuisance
4 to our local communities.

5 MR. FOSTER: Time, councilman. Thank you very much.

6 MR. LAZIEH: And --

7 MR. FOSTER: Thank you. Off the record.

8 **(DISCUSSION OFF THE RECORD)**

9 MR. FOSTER: It is 6:51. We have had three or four
10 individuals comment and no one else is here. Still
11 having no one else present, I'm going to close the open
12 comment session for the Central Falls location. Thank
13 you very much. Have a great night.

14 **(RECESS 6:51)**

15
16 * * * * *

C E R T I F I C A T I O N

I, Karen Ceseretti, hereby certify that the succeeding pages 1 through 10, inclusive, are a true and accurate transcript of my stenographic notes.

A handwritten signature in cursive script that reads "Karen Ceseretti". The signature is written in dark ink and is positioned above the printed name and title.

Karen R. Ceseretti, RPR
Court Reporter

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DEPARTMENT OF TRANSPORTATION

In Re:

Tolling Public Hearing

Environmental Assessment

RIC# 2017-OT-002

DATE: July 27, 2018

TIME: 6:00 P.M.

PLACE: Mt. Pleasant High School
Providence, Rhode Island

Heard Before:

John Igliazzi, Hearing Officer

Also Present:

Dan Waugh, RI Dept. of Transportation

GERALDINE M. MEENAN, RPR
COURT REPORTER

1 **JULY 27, 2018**

2 HEARING OFFICER: It's approximately 6:21 p.m. It
3 is July 27, 2018, Friday. We are beginning the process
4 to receive public comment for the proposed environmental
5 assessment by the Rhode Island Department of
6 Transportation for Toll Locations 3, 4, 6, and through
7 13. And they're in the Warwick, Providence, Pawtucket,
8 Cranston, Johnston, Cumberland, East Providence, Lincoln,
9 North Smithfield, parts of Rhode Island.

10 Before we begin this process to receive public
11 comment concerning the environmental assessment, there is
12 a sign-up sheet. Would anybody like to sign up?

13 As you begin to sign up, please be aware that you
14 will have three minutes to speak, and I will time you.
15 If there are folks that are representing a group or large
16 groups, if they can appoint one person to be their
17 spokesperson, it would be very helpful. It is a hot
18 evening. So I'll give you a second.

19 Anybody who would like to sign up?

20 (BRIEF PAUSE)

21 HEARING OFFICER: We're going to pick up the sign up
22 sheets. Once again, is there anybody that would like to
23 submit any public comment concerning the environmental
24 assessment? You can sign up.

25 (BRIEF PAUSE)

1 HEARING OFFICER: If anybody would like to submit a
2 public comment, please sign up.

3 If anybody would like to submit a public comment,
4 please sign up, concerning the proposed environmental
5 assessment.

6 Once we have everybody signed up, we'll begin the
7 process to take public comment.

8 (BRIEF PAUSE)

9 MS. CHARTIER: Has anyone else come to testify?

10 HEARING OFFICER: You're it. So I just want to do
11 this, just so the record is official.

12 We are continuing the process to receive public
13 comment concerning the proposed environmental assessment.
14 Would anybody like to sign up? There's a sign-up sheet.

15 (BRIEF PAUSE)

16 HEARING OFFICER: We have an individual who would
17 like to speak. Is it Monica?

18 MS. CHARTIER: Monique.

19 HEARING OFFICER: I apologize. Monique Chartier?

20 MS. CHARTIER: Yes.

21 HEARING OFFICER: From?

22 MS. CHARTIER: StopTollsRI.com.

23 HEARING OFFICER: Madam, you have the time.

24 MS. CHARTIER: If you need me to spell my name, let
25 me know.

1 HEARING OFFICER: You have the mic.

2 MS. CHARTIER: Awesome, thank you.

3 HEARING OFFICER: This is your time to issue your
4 public comment.

5 MS. CHARTIER: Okay, great.

(1) 6 Let's start bigger picture. Economically, the tolls
7 are not needed. One of the aspects of the environmental
8 assessment is economic environment, and the tolls are not
9 needed to repair the bridges. And as a matter of fact,
10 Rhode Island's personal income has dropped in recent
11 years, so this would be another detriment to the economy.

12 The other issue or concern that we have is with
13 regard to the environmental assessment itself and the
14 process. The environmental assessment is woefully
(2) 15 incomplete. It is missing three of the wetlands permits;
16 they have to be resubmitted. And all ten of the general
17 plans are in draft form. Those are the big concerns.

18 Also, the RIDOT has not set the toll for any of the
19 locations, so it's sort of a two-prong concern. One is
20 the administrator. The Federal highway administrator
21 cannot make a determination about whether there is going
22 to be a significant impact unless he has all that
23 information. So he's pretty much stopped, I'm assuming,
24 at this point.

25 But the other concern is that this, having the

1 public comment on an environmental assessment that is far
2 from complete, it might be in technical compliance with
3 the law, but it doesn't conform with the spirit of the
4 law, which is that the public gets to comment on a
5 complete project, a complete proposal. So this would, I
6 would think, be a real problem, because how can the
7 public comment on a proposal that they don't know what it
8 looks like. So suppose it changes, as it may very well
9 from what we've been given to look at, we no longer have
10 the ability to comment on the real proposal.

11 So I think that's a real problem, and I think that
12 the RIDOT needs to go back to zero, needs to finish its
13 environmental assessment, and call for hearings, public
14 hearings, in order to comply with the spirit of the law,
15 the Federal law.

16 And the only other thing I would say, I probably
17 should have said this at the beginning, my name is
18 Monique Chartier. I represent StopTollsRI.com, a partner
19 of the Gaspee Project. And I think that's everything I
20 have.

21 HEARING OFFICER: Anything else you would like to
22 say to submit as public comment? Do you have any
23 submissions you want to submit to the record?

24 MS. CHARTIER: No. I may later. I know I can
25 submit them to RIDOT. I know it's still open.

1 HEARING OFFICER: It's still open. I just want to
2 make sure.

3 MS. CHARTIER: I appreciate that. I appreciate
4 that. Do you have a card, by any chance?

5 HEARING OFFICER: No.

6 MS. CHARTIER: Does somebody have a card?

7 (MR. JIM HOYLE HANDING MS. CHARTIER A CARD)

8 MS. CHARTIER: Thank you very much. I appreciate
9 that.

10 HEARING OFFICER: Thank you very much.

11 So once again, if anybody would like to sign up, you
12 have an opportunity to sign up on the sign-up sheet to
13 submit a public comment concerning the proposed
14 environmental assessment submitted by the Rhode Island
15 Department of Transportation. I have the sign-up sheet.

16 At this time, would anybody like to sign up to speak
17 on this matter?

18 (BRIEF PAUSE)

19 HEARING OFFICER: Would anybody else like to speak
20 on this matter?

21 (BRIEF PAUSE)

22 HEARING OFFICER: Would anybody else like to speak
23 on this matter?

24 (BRIEF PAUSE)

25 HEARING OFFICER: It's approximately 6:55 and we

1 went through the sign-up sheet for submission for public
2 comment. There was no other individual, or individuals
3 or companies, et cetera, who signed up.

4 With that, we'll call this public comment closed.
5 Thank you to everybody for attending.

6 (HEARING CLOSED AT 6:55 P.M.)
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C E R T I F I C A T I O N

I, Geraldine M. Meenan, hereby certify that the succeeding pages are a true and accurate transcript of my stenographic notes of the proceedings which occurred on the above-entitled date, in the matter of:

RIDOT Tolling Public Hearing - July 27, 2018

Geraldine M. Meenan

Notary Public
Court Reporter, RPR

9.2 August 21, 2018 Public Hearing Transcripts

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DEPARTMENT OF TRANSPORTATION

IN RE:

TOLLING PUBLIC HEARING

ENVIRONMENTAL ASSESSMENT
RIC# 2017-OT-002

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)

DATE: AUGUST 21, 2018

TIME: 6:00 PM

PLACE: CENTRAL FALLS HIGH SCHOOL
24 SUMMER STREET
CENTRAL FALLS RI 02863

HEARD BEFORE:

Myles C. Beltram, Esquire
Chief of Legal Services

KAREN R. CESERETTI, RPR
COURT REPORTER

A P P E A R A N C E S

DEPARTMENT OF TRANSPORTATION:

Myles C. Beltram, Esquire
Chief of Legal Services
Department of Transportation
Two Capitol Hill
Providence RI 02903
(401) 222-6510 EXT 4590
Myles.beltram@dot.ri.gov

E X H I B I T S

STATE

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FULL

A

Sign-in Sheet

3

C E R T I F I C A T I O N

I, Karen Ceseretti, hereby certify that the succeeding pages 1 through 3, inclusive, are a true and accurate transcript of my stenographic notes.

A handwritten signature in cursive script that reads "Karen Ceseretti".

Karen R. Ceseretti, RPR
Court Reporter

DEPARTMENT OF TRANSPORTATION

CENTRAL FALLS HIGH SCHOOL

TUESDAY, AUGUST 21, 2018 @ 6:00

MR. BELTRAM: Good evening. Today is August 21st, 2018. The time is now 6:20 p.m. I am the hearing officer on behalf of the Rhode Island Department of Transportation, RIDOT. RIDOT in conjunction with the Federal Highway Administration announced the release of the Environmental Assessment, EA, for proposed toll systems at toll Locations 3, 4 and 6 through 13 on I95, I195, I295, US Route 6, and RI Route 146 in the cities and towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island. RIDOT solicits public comments on the EA by August 24th, 2018.

This portion of tonight's public hearing is to receive public comments on the EA. This is the Central Falls High School hearing location at 24 Summer Street, Central Falls, Rhode Island 02863. This public hearing location is accessible to persons with disabilities and individuals who do not speak English. We have a Spanish language interpreter available.

(SPANISH TRANSLATION)

If anyone would like to make a public comment on the

1 EA, please use the signup sheet designated in the front
2 of the room. We will take each person in the order
3 signed up.

4 Please be advised that you will have three minutes
5 to make your public comments on the EA. I will let you
6 know when the three minutes begins and give you a 20
7 second warning before your time is up. If there is a
8 group or large groups, if one person can be appointed as
9 the spokesperson that would be helpful. If anyone would
10 like to sign up, please do so at this time.

11 MR. BELTRAM: Off the record.

12 **(PAUSE)**

13 MR. BELTRAM: The time is now 6:25 p.m. and let the
14 record reflect that no members of the public have signed
15 up to present be comments. We will keep the hearing open
16 for approximately 20 minutes to receive public comments.

17 MR. BELTRAM: Off the record.

18 **(PAUSE)**

19 MR. BELTRAM: Okay. The time is now 6:45 p.m. and
20 no members of the public have signed up to present any
21 public comments. So at this time, having no members of
22 the public present, I am going to declare that the
23 Central Falls Public High School hearing to be closed.
24 Thank you. And I'm going to make the sign-in sheet
25 Exhibit A to tonight's transcript. Thank you very much,

1 everyone.

2 (TIME ENDED 6:45)

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**Environmental Assessment
Toll Locations 3, 4 & 6 through 13**

Public Hearing

Central Falls High School, 24 Summer St, Central Falls

August 21, 2018

Sign In Sheet

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DEPARTMENT OF TRANSPORTATION

* * * * *

In Re:

Tolling Public Hearing

Environmental Assessment

RIC# 2017-OT-002

* * * * *

DATE: August 21, 2018
TIME: 5:30 P.M.
PLACE: Mount Pleasant High
High School
434 Mount Pleasant Ave.
Providence, RI 02908

HEARD BEFORE: John Igliazzi, Esq.

LISA M. THACKER
COURT REPORTER

E X H I B I T S

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
A -	Environmental Assessment: Toll Locations 3, 4 and 6 through 13 dated July 6, 2018
B -	Notice of Availability Regarding Environmental Assessment: Toll Locations 3, 4 and 6 through 13 with RIDOT hearing notice
C -	RIDOT download instructions and locations to obtain Environmental Assessment: Toll Locations 3, 4 and 6 through 13 dated July 6, 2018
D -	Notice of Availability Regarding Environmental Assessment: Toll Locations 3, 4 and 6 through 13 with RIDOT hearing notice (Spanish version)
E -	8/21/18 RIDOT Public Hearing, Public Comment Sign-up Sheet

C E R T I F I C A T I O N

I, Lisa M. Thacker, hereby certify that the succeeding pages 1 through 5, inclusive, are a true and accurate transcript of my stenographic notes of the proceedings which occurred on the above-entitled date in the matter of:

RIDOT Tolling Public Hearing


Lisa M. Thacker
Court Reporter

AUGUST 21, 2018

[COMMENCING AT 6:10 P.M.]

MR. IGLIOZZI: I would like to begin with the public comment on the proposal. If anyone would like, there is a sign-up sheet in the back, please. If anyone would like to sign up, please sign up, and then we will begin the session to receive public comment on the proposal. Thank you.

(PAUSE)

MR. IGLIOZZI: Welcome everybody this evening. It's 8/21/2018, and we just heard the proposed presentation for toll locations 3, 4 and 6 through 13. If anybody would like, there's copies of the proposed "Environmental Assessment: Toll Locations 3, 4 and 6 through 13," dated July 6, 2018. On the table over here there's several copies. And we also have additional copies. They can contact the Department of Transportation in care of Dan Waugh.

I am John Igliazzi, and we will begin now to conduct the process to receive public comment concerning the proposed Environmental Assessment for Toll Locations 3, 4 and 6 through 13. There is a sign-up sheet, and I'll ask, once again, if anybody would like to sign up, you can sign up. The sheet is right here on the table, and I'll let everybody know that as we go through the

1 process, I'll call their name, they will have
2 approximately three minutes to speak, and then when they
3 get close to the three-minute expiration, I will give
4 them a twenty-second warning.

5 If there are any large groups in the audience
6 and if you would like to, you can appoint a spokesperson
7 who can speak on your behalf if you want to make that an
8 option. It can make it a little bit easier and more
9 orderly. So with that, I will now receive the sign-up
10 sheet.

11 We have a sign-up sheet for proposed
12 Environmental Assessment by the Department of
13 Transportation, Toll Locations 3, 4 and 6 through 13. By
14 the way, also, we are here at Mount Pleasant High School
15 in Providence, Rhode Island. The first individual on the
16 sign-up sheet is a Roland Lavallee, L-A-V-A-L-L-E-E. Is
17 Mr. Lavallee here?

18 (NO AFFIRMATIVE RESPONSE)

19 MR. IGLIOZZI: Is Mr. Lavallee here?

20 (NO AFFIRMATIVE RESPONSE)

21 MR. IGLIOZZI: At this time, Mr. Lavallee -- No
22 one has come forward on behalf of Mr. Lavallee or
23 himself. I'll move to the next name on the sign-up
24 sheet. Is there a Wilfred Hernandez that is present?
25 Would you like to come forward and make a comment?

1 Wilfred Hernandez from the Federal Highway
2 Administration, who is in the audience at this time.

3 MR. HERNANDEZ: No comments.

4 MR. IGLIOZZI: So we will wait a few more
5 minutes, and I'll ask once again if anybody would like to
6 sign up, the sign-up sheet is in front of me, sign up to
7 speak. Off the record.

8 (DISCUSSION OFF THE RECORD)

9 MR. IGLIOZZI: I'm going to go back on the
10 record. And while we're waiting for people to sign up,
11 the sign-up sheet is in front me, and I would like to
12 make it part of and enter it into the record as Exhibit
13 A, the actual proposed "Environmental Assessment: Toll
14 Locations 3, 4 and 6 through 13" dated July 6, 2018,
15 enter that into the record as Exhibit A.

16 (EXHIBIT A MARKED)

17 MR. IGLIOZZI: Second, I would like to enter
18 into the record as Exhibit B, the "Notice of
19 Availability." It's one page, it's front and back, and
20 it discusses the -- it's the actual public notice that
21 was submitted before the -- excuse me, on the Secretary
22 of State's website as well as the Department of
23 Transportation website to make sure the public was put on
24 proper notice, and I enter that as Exhibit B.

25 (EXHIBIT B MARKED)

1 MR. IGLIOZZI: As Exhibit C, I would like to
2 enter in a one-page document entitled, "Environmental
3 Assessment: Toll Locations 3, 4 and 6 through 13." It
4 discusses where you can get a downloadable copy of the
5 proposed Environmental Assessment as well as where the
6 EA, Environmental Assessment, that is, is available at
7 the several public libraries and town halls in the
8 following communities, and it lists all of the town halls
9 and communities that it is available, and I enter that as
10 Exhibit C.

11 (EXHIBIT C MARKED)

12 MR. IGLIOZZI: I will also enter in Exhibit D.
13 This is the same "Notice of Availability," but it is in
14 Spanish. It's one page, front and back, and it states
15 the exact information that is in Exhibit B, but it's in
16 Spanish, and I will enter that as Exhibit D.

17 (EXHIBIT D MARKED)

18 MR. IGLIOZZI: Once again, I will ask if
19 anybody would like to sign up and submit any public
20 comment concerning this proposed Environmental
21 Assessment? Anybody would like to sign up?

22 (NO AFFIRMATIVE RESPONSE)

23 MR. IGLIOZZI: Would anyone like to sign up?
24 Nobody? Once again, the sign-up sheet. (INDICATES)

25 (NO AFFIRMATIVE RESPONSE)

1 MR. IGLIOZZI: If there are no additional names
2 on the sign-up sheet, I will enter that into the record
3 as Exhibit E. It's a one-page sign-up sheet, two names
4 signed on, and I have given those individuals an
5 opportunity to submit comments. Once again, would
6 anybody else like to submit any comments?

7 (NO AFFIRMATIVE RESPONSE)

8 MR. IGLIOZZI: I will wait a few more minutes
9 and then just to give anyone an additional opportunity
10 just in case. We'll go off the record.

11 (DISCUSSION OFF THE RECORD)

12 MR. IGLIOZZI: Back on the record. Once again,
13 I would ask if anybody would like to come up and speak,
14 come up and sign in on the sign-up sheet. Once again, if
15 anybody would like to sign up.

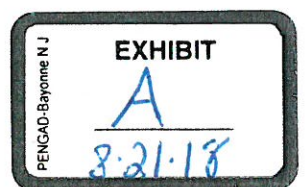
16 (NO AFFIRMATIVE RESPONSE)

17 MR. IGLIOZZI: At this time, there has been no
18 additional signatures on the sign-up sheet, which was
19 already entered into the record as Exhibit E.

20 (EXHIBIT E MARKED)

21 MR. IGLIOZZI: With that, we hereby end this
22 session to receive public comment on the proposed
23 Environmental Assessment for Toll Locations 3, 4 and 6
24 through 13 on August 21, 2018. Session is closed.

25 **[HEARING ADJOURNED AT 6:31 P.M.]**



Notice of Availability

Environmental Assessment: Toll Locations 3, 4 & 6 through 13

I-95, I-195, I-295, US Route 6, and RI Route 146

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North
Smithfield, Rhode Island

The Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration, announces the release of the Environmental Assessment (EA) for proposed toll systems at Toll Locations 3, 4 & 6 through 13 on I-95, I-195, I-295, US Route 6, and RI Route 146 in the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield, Rhode Island (Proposed Action). RIDOT solicits comments on the EA document by **August 24, 2018**.

The EA evaluates the impacts of construction and implementation of the proposed toll systems at Toll Locations 3, 4 & 6 through 13. The direct, indirect, and cumulative impacts of the project have been analyzed. The purpose of the project is to construct toll systems at Toll Locations 3, 4 & 6 through 13 and assess tolls on tractors or truck tractors, as defined in 23 CFR 658.5, pulling a trailer or trailers at the toll locations. The EA evaluates the No Action Alternative and the Proposed Action Alternative.

RIDOT will hold public hearings to receive public comment and workshops to provide details on the proposed project and a summary of the EA. Three Public Hearings and workshops, will be held on **August 21, 2018, at 6:00 PM** at the locations listed below.

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

The EA is available for review and download on the following RIDOT website <http://www.dot.ri.gov/projects/tollingprogram>. The EA is also available at all Public Libraries and Town Halls in the following communities during normal business hours:

Attleboro, MA	Gloicester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Paper copies of the EA and/or electronic copies may be requested by mail at David W. Fish, Administrator of Project Management, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov. We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to David W. Fish by mail or email using the same contact information above.

The public hearing locations are accessible to persons with disabilities and individuals who do not speak English. To request a sign language interpreter, assistive devices, and/or language interpreter, please contact Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at least 10 business days prior to the event. These services are provided free of charge upon request.

Este evento es accesible para personas discapacitadas y que no hablan inglés. Para solicitar un intérprete de lenguaje de señas y servicios auditivos, o un intérprete de idiomas, por favor contactar Daniel Waugh, Project Manager, at daniel.waugh@dot.ri.gov or 401-222-2694 ext. 4331 at con por lo menos 10 días de anticipación. Estos servicios son proveídos gratuitamente, por solicitud, y disponibilidad.



Environmental Assessment

Toll Locations 3, 4 & 6 through 13

Available for download at:

<http://www.dot.ri.gov/projects/tollingprogram>

Hard copies of the EA and/or electronic copies may be requested by mail at Dave Fish, PE, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, or by email at DOT.BridgeRepairTolls@dot.ri.gov.

The EA is also available at Public Libraries and Town Halls in the following communities:

Attleboro, MA	Glocester	Portsmouth
Burrillville	Jamestown	Providence
Central Falls	Johnston	Scituate
Coventry	Lincoln	Smithfield
Cranston	Middletown	Uxbridge, MA
Cumberland	N. Providence	Warwick
East Greenwich	Newport	West Greenwich
East Providence	North Kingstown	West Warwick
Exeter	North Smithfield	Woonsocket
Foster	Pawtucket	

The EA is also available for public review at the following locations:

Providence

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601

We invite you to review the EA and supporting technical memoranda. Comments will be accepted until **August 24, 2018**. Comments may be submitted to Dave Fish, PE, by mail or email using the same contact information above.



D

Aviso de Disponibilidad

Asesoramiento Ambiental: Plaza de Peajes 3, 4 & 6 hasta la 13.

I-95, I-195, I-295, US Route 6, y RI Route 146

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North
Smithfield, Rhode Island

El departamento de transportación de Rhode Island (RIDOT por sus siglas en Ingles), en conjunto con la Administración Federal de Autopistas, anuncia el lanzamiento del Asesoramiento Ambiental (EA por sus siglas en Ingles) de todos los propuestos sistemas de plazas de peajes las locaciones 3, 4, & 6 hasta la 13 en las I-95, I-195, I-295, US Route 6 y RI Route 6, y RI Route 146 en Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln y North Smithfield, Rhode Island (Acción Propuesta). RIDOT (por sus siglas en inglés) estará solicitando comentarios sobre el Asesoramiento Ambiental (EA por sus siglas en inglés) hasta el **24 Agosto del 2018**.

El Asesoramiento ambiental (EA, por sus siglas en inglés) evalúa el impacto de la construcción e implementación de los propuestos sistemas de peajes en locaciones 3, 4, & 6 hasta la 13. El impacto directo, indirecto y acumulativo de los proyectos han sido analizados. El propósito del proyecto es de construir sistemas de peajes en las locaciones 3, 4, & 6 hasta la 13 y evaluar los peajes para tractores y camiones de tractores como se define en 23 CFR 658.5 (por siglas en ingles), remolcadores de tráiler o tráileres en las locaciones de peajes. El Asesoramiento evalúa la alternativa de no realizar la acción y la propuesta de realizar la acción alternativa.

RIDOT (por sus siglas en inglés) realizará audiencias públicas para recibir los comentarios del público y talleres/seminarios para proveer detalles sobre proyecto propuesto y un resumen del Asesoramiento Ambiental (EA por sus siglas en ingles). Tres audiencias públicas y talleres se realizarán **21 Agosto del 2018** a las 6:00 PM en los siguientes lugares:

Toll Gate High School, 575 Centerville Rd, Warwick, RI 02886

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence, RI 02908

Central Falls High School, 24 Summer St, Central Falls, RI 02863

El Asesoramiento Ambiental (EA) está disponible para revisión y descarga en la página de internet de RIDOT <http://www.dot.ri.gov/projects/tollingprogram> . El Asesoramiento ambiental también está disponible en todas la librerías públicas y ayuntamientos (Town Halls) en las siguientes comunidades durante horas de trabajo:

Attleboro, MA
Burrillville
Central Falls
Coventry
Cranston
Cumberland
East Greenwich
East Providence
Exeter
Foster

Glocester
Jamestown
Johnston
Lincoln
Middletown
N. Providence
Newport
North Kingstown
North Smithfield
Pawtucket

Portsmouth
Providence
Scituate
Smithfield
Uxbridge, MA
Warwick
West Greenwich
West Warwick
Woonsocket

El Asesoramiento Ambiental (EA) también está disponible al público para su revisión en los siguientes lugares:

Rhode Island Department of Transportation
Division of Project Management
Two Capitol Hill, Room 260
Providence, RI 02903

Federal Highway Administration -
Rhode Island Division
380 Westminster Street, Suite 601
Providence, RI 02903

Copias impresas del Asesoramiento Ambiental (EA) y otras copias electrónicas pueden ser solicitadas vía correspondencia a David W. Fisher, Administrador de la Gerencia de Proyectos, Rhode Island Department of Transportation, Two Capitol Hill, Providence, Rhode Island 02903, o a su correo electrónico DOT.BridgeRepairTolls@dot.ri.gov. Los invitamos a analizar el asesoramiento ambiental (EA) y el memorando de soporte técnico. Los comentarios serán aceptados hasta el **24 de Agosto del 2018**. Los comentarios pueden ser presentados a David W. Fish vía correspondencia o por correo electrónico usando la misma información mencionada anteriormente.

Las ubicaciones de las audiciones públicas son accesibles para personas con discapacidades e individuos que no hablan Inglés. Para solicitar un intérprete de señas, traductor de lenguaje o dispositivos de audio, por favor contacte a Daniel Waugh, Gerente de Proyectos, a daniel.waugh@dot.ri.gov o 401-222-2694 ext. 4331 al menos 10 días hábiles antes del evento. Estos servicios ofrecidos a petición sin costo alguno.



41

**Environmental Assessment
Toll Locations 3, 4 & 6 through 13**

Public Hearing

Mount Pleasant High School, 434 Mt. Pleasant Avenue, Providence

Sign In Sheet

August 21, 2018

	Name	Affiliation	Email
1	ROSLAND LAVALLEE	SELF	
2	WILFRED HERNANDEZ	FHWA	WILFRED.HERNANDEZ@dot.gov ✓
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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DEPARTMENT OF TRANSPORTATION

In Re:

Tolling Public Hearing

Environmental Assessment
RIC# 2017-OT-002

DATE: August 21, 2018
TIME: 6:00 P.M.
PLACE: Toll Gate High School
575 Centerville Ave,
Warwick, RI 02886

Heard Before:

Vera Querceto, Esq.

LISA M. REIS, CR, RPR
COURT REPORTER

C E R T I F I C A T I O N

I, **Lisa M. Reis**, hereby certify that the succeeding pages are a true and accurate transcript of my stenographic notes of the proceedings which occurred on the above-entitled date, in the matter of:

RIDOT Tolling Public Hearing

A handwritten signature in cursive script, reading "Lisa Reis", is written over a horizontal line.

LISA M. REIS, Notary Public
Court Reporter, RPR

TUESDAY, AUGUST 21, 2018

[COMMENCING AT 6:30 P.M.]

MS. QUERCETO: Good evening. My name is Vera Querceto. I'm an attorney with the Rhode Island Department of Transportation.

We are here this evening to receive public comment on the environmental assessment for Toll Locations 3, 4, and 6 through 13. These are the towns of Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, North Smithfield, Rhode Island.

Does anybody here require the use of a Spanish interpreter?

[NO RESPONSE]

MS. QUERCETO: If anybody would like to make a public comment, please use the sign-up sheet designated in the front of the room, and we will take you in the order you signed up at. There will be a three-minute limit.

Is there anyone who would like to make a public comment this evening?

[NO RESPONSE]

MS. QUERCETO: As no one has yet to come forward, we will wait approximately 20 minutes to see if anyone else arrives that would like to present public comment.

1 [RECESS WAS TAKEN OFF THE RECORD FROM 6:30 TO 6:40]

2 MS. QUERCETO: Does anyone wish to make a
3 public comment this evening?

4 [NO RESPONSE]

5 MS. QUERCETO: As there's no one here to give
6 one tonight, we're going to be closing this public
7 comment session. Thank you.

8 [ADJOURNED AT 6:41 P.M.]

9 * * * * *

H.10 **All other comments and correspondence received during the public comment period**



**The Mashantucket Pequot
Tribal Nation
Tribal Historic
Preservation Office**

Date: August 3rd, 2018

David W. Fish
Administrator of Project Management

Rhode Island Department of Transportation
Two Capitol Hill
Providence, Rhode Island 02903

RE: Toll Locations 3, 4 & 6 Through 13 on I-95, 295, US Route 6 and RI Route 146

Dear David,

Thank you for providing the Environmental assessment. We appreciate the opportunity to comment on the project. We have reviewed the Toll Locations 3-13 Environmental Assessment, as well as the two included Appendix documents. The following are our comments from the areas of the EA which were relevant to the interests of the Tribal Historic Preservation Office (THPO) of the Mashantucket Pequot (Western) Tribal Nation.

5.12 Historic and Archeological Resources:

We concur with the following statement by the Public Archaeology Lab (PAL) *"Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) requires federal agencies to consider the effects of undertakings on historic properties listed in or eligible for inclusion in the National Register."*

Toll Location 3:**PAL stated:**

"The Rhode Island Historical Preservation & Heritage Commission (RIHPHC) inventory lists one aboveground historic property (William H. Taylor House/Whitehall) and two archaeological sites (RI 1836 and RI 1837) within the APEs. There are no historic cemeteries identified in the APEs. Whitehall, located at 740 Commonwealth Avenue, is a 2½-story, gabled roof dwelling built around 1850. RI 1836 and 1837 are Pre-Contact Period Native American archaeological sites described as artifact clusters/scatters that are potentially eligible for listing in the National Register of Historic Places."

1

Is PAL recommending further archaeology to be done of this toll location to confirm if it would be eligible to be listed in the National Register? We would support further study to better understand PAL's definition of pre-contact, based on how the area has been dated.

Toll Location 13:**PAL stated:**

"The RIHPHC inventory lists three aboveground resources: Merino Mill Village Historic District (potentially eligible), the Atlantic and Riverside Mills (NR eligible), and the Atlantic Mill Worker Housing (NR eligible) and one Pre-Contact Period Native American archaeological site within the APEs. The Providence Planning Department's historic overlay identifies one historic property that is potentially eligible: The Rochambeau Worsted Company (NR-listed, 7/24/17). There are no historic cemeteries in the APEs. RI 1941 is described as a Woodland Period artifact cluster containing rhyolite, argillite, quartz, felsite, hornfels, and quartzite chipping debris as well as several projectile points. Historical maps and aerial photographs show that the Route 6 crossing of the Woonasquatucket River is in the same location as a crossing of the former Providence and Springfield Branch of the New York, New Haven, and Hartford Railroad (NYNH&HRR)."

2

As above, Is PAL recommending further archaeology to be done of this toll location to confirm all historic properties and the pre-contact (site) would be eligible to be listed in the National Register?

Section 106 Consultation

"Letters for the Section 106 consultation process were sent to RIHPHC, Massachusetts Historical Commission, Tribal Historic Preservation Officers (THPOs) for four Native American Tribes, and the communities with toll locations and/or diversion routes. These letters and responses received are provided in Appendix D.

Native American Tribes contacted:

Mashantucket Pequot THPO

Narragansett THPO

Wampanoag Tribe of Gay Head/Aquinnah THPO

Mashpee Wampanoag Tribe THPO"

The Tribal Historic Preservation Office (THPO) of the Mashantucket Pequot (Western) Tribal Nation, again would look to express its thanks for including us in the section 106 review process and the opportunity to comment.

Regards,

Michael Kickingbear Johnson
Deputy THPO,
The Mashantucket Pequot Tribal Historic Preservation Office



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 1
5 POST OFFICE SQUARE, SUITE 100
BOSTON, MA 02109-3912

August 9, 2018

Peter Alviti Jr., P.E.
Director, Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903
Attention: David Fish, P.E.

RE: Environmental Assessment for Toll Locations 3, 4 & 6 through 13 in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln and North Smithfield, Rhode Island

Dear Mr. Alviti:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we have reviewed the Environmental Assessment (EA) for Toll Locations 3, 4 & 6 through 13 in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln and North Smithfield, Rhode Island.

We appreciate the opportunity to review the EA. Based on our review we have no comments on the proposed project. If you have any questions, please contact me at 617-918-1025.

Sincerely,

A handwritten signature in blue ink, which appears to read "Timothy Timmermann", is positioned below the word "Sincerely,".

Timothy Timmermann, Director
Office of Environmental Review



TOWN OF GLOUCESTER
Town Council
1145 Putnam Pike, P.O. Drawer B
Chepachet, RI 02814
401-568-6206, Fax: 568-5850

August 15, 2018

David W. Fish, P.E.
Administrator of Project Management
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

Dear Mr. Fish:

Thank you for your invitation to comment on the Environmental Assessment for Toll Locations 3, 4, & 6 through 13. It is with great concern that the Town Council reviewed the information related to Diversion Route 2 for Tolls 3, 7, 8 and 12. This route diverts truck traffic directly through the Town's sole pedestrian oriented business and historic district, Chepachet Village.

The segment of most concern is the 1 mile stretch of roadway where Route 102 joins Route 44 and travels through the Historic Village District. Over the past several years, the Town, in partnership with RIDOT and RIDEM, has made significant investments in the area in order to improve pedestrian mobility. There are brick sidewalks and crosswalks, granite curbing, and period, pedestrian-scale light fixtures. These enhancements have dramatically improved access to many resources in the area including the Town's business district, civic buildings (Gloucester Manton Library, Town Hall, Senior Center), and recreational resources (Gloucester Memorial Park, Pavilion at Kent Field). The Town's newest recreational resource, the Pavilion at Kent Field is a recently constructed open air pavilion which was partially funded through a grant from the Rhode Island Department of Environmental Management. It has been the host of numerous, well-attended community events since its opening last year. In addition, the Town has recently completed improvements to Gloucester Memorial Park including upgrades to the ball fields and repair of the tennis courts. The availability of these resources has significantly increased pedestrian traffic in the area. We would look to RIDOT to assist the Town if any pedestrian safety measures should be necessary due to the increase in truck traffic.

- ① The Town's primary concern is the impact of increased truck traffic on not only the overall pedestrian environment but the infrastructure as well. The Town is currently responsible for maintaining the decorative pedestrian infrastructure in this area and is concerned that the impact of increased truck traffic will cause further damage to these

assets. We request RIDOT's commitment in assisting with any infrastructure damage from the increased traffic from toll diversion as it is the larger, heavier vehicles that are generally responsible for most of the damage. There are also several bridge projects in the current Transportation Improvement Program in this area as well and we request that RIDOT continue its commitment to pedestrian mobility and safety when replacing/repairing these bridges.

Additionally, when the analysis for the Environmental Assessment was conducted, the Town had a traffic signal at the intersection of Route 44 (Putnam Pike) and Route 102 (Victory Highway). Today, the traffic signal has been replaced with a roundabout. We request that the analysis related to that intersection and its adjoining road segments be re-examined to illustrate the impacts of increased truck traffic on that area as it is situated presently. Similar to the infrastructure previously mentioned, the Town is responsible for maintaining the decorative infrastructure at the roundabout as well. We would also request RIDOT's commitment in assisting with any increase in infrastructure damage to this asset as well.

Lastly, the Town respectfully requests that RIDOT, in conjunction with the toll implementation, establish a fund available to assist communities in remedying any issues that occur as a result of toll diversion impacts.

Thank you for your consideration,



George O. Steere, Jr.
Town Council President

CC: The Honorable Paul Fogarty, Senator (District 23)
The Honorable Michael Chippendale, Representative (District 40)
The Honorable Cale Keable, Representative (District 47)
The Honorable Thomas Winfield, Representative (District 53)

From: Gary Ezovski <gezovski@nsmithfieldri.org>
Sent: Monday, August 20, 2018 1:59 PM
To: DOT Bridge Repair Tolls
Subject: [EXTERNAL] : Comment re: Toll Location 12

Attn: David W. Fish, PE

David,

This is in response to your letter of July 31 which made us aware of the comment period and public hearings for review and discussion of the Environmental Assessment of multiple toll locations. I write today to express concern that does not appear to have been considered in the evaluation of diversion route 13 for toll location 12. Any truck traffic

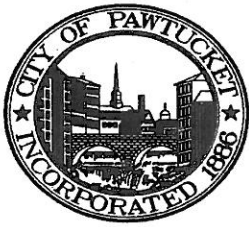
- ① diverting around toll 12 along 146A will be traveling through our Union Village Historic District where residents have recently voiced concern for the current level of traffic that limits movement from their driveways. Existing traffic volume and speed are impeding the actions that many have been able to perform for decades without challenge. The area has significant historic value that the community has a track record of demonstrating interest to protect.

- ② It is also meaningful to point out that the intersection of the off ramp from 146 south to 146A south north of the School Street intersection is a location of frequent collisions that are a function of the geometry, density of traffic and limited visibility.

- ③ The details provided in the July 6, 2018 Environmental Assessment do not appear to give consideration to either of these realities. The Town of North Smithfield would appreciate consideration to those matters and thanks you and RIDOT for the efforts being made to anticipate how these toll location could change our community.

Gary S. Ezovski PE
Administrator
Town of North Smithfield
PO Box 248
Slatersville, RI 02876
Office 401-767-2200 Ext. 303
Cell 401-640-5001

No organization ever got to great by doing good enough!



DONALD R. GREBIEN
MAYOR

CITY OF PAWTUCKET

PUBLIC WORKS CENTER
250 ARMISTICE BOULEVARD
PAWTUCKET, RHODE ISLAND 02860

OFFICE OF THE DIRECTOR



**PAWTUCKET
DPW**
WORKING FOR YOU

ERIC EARLS, P.E.
DIRECTOR

August 9, 2018

Peter Alviti Jr.
Director, Rhode Island Department of Transportation
Two Capitol Hill,
Providence, RI 02903

Dear Mr. Alviti Jr.,

The remarks below are in response to the Environmental Assessment on the proposed Toll Locations 3, 4 & 6 through 13 conducted by the Rhode Island Department of Transportation (RIDOT) and U.S. Department of Transportation: Federal Highway Administration. The City of Pawtucket (City) has reviewed the document and has the following comments.

1. The City would like to receive notification from RIDOT on the estimated length of time for the construction of Toll 6 and what the construction effort will entail. Information such as lane or exit ramp closures and timing of the construction and how these efforts may affect traffic will be especially important in order to prepare nearby residents.
2. RIDOT will be responsible for conducting public outreach to notify local residents and businesses of the proposed construction. Specifically, if construction is to take place later in the evening the City will need know of any noise abatement measures, as the area around proposed Toll 6 is a heavily urban area with many residential properties.
3. The City has concerns over the effect of Toll 6 on congestion through the projected diversion routes and beyond. In response to these concerns, the City would like to request that should Toll 6 be constructed RIDOT conduct a post-assessment traffic and infrastructure study one year after the toll's implementation. A study of this kind will measure the toll's impacts on the community and will provide the City with the information it may need to combat any issues that arise from the use of traffic diversion routes.

Respectfully,

Eric Earls, P.E.
Public Works Director

From: Brian Hutchings <behutchings@msn.com>

Sent: Saturday, July 14, 2018 1:43 PM

To: Alviti Jr., Peter (DOT); DOT Bridge Repair Tolls; Nicholas A. Rep. Mattiello

Cc: Brian Hutchings; Pope, Nicole (DOT); Paul V. Jabour; Rep. Daniel McKiernan; Machado Carlos (FHWA); Dominick J. Ruggerio; Stuart Malec; Congressman Jim Langevin; Fish, David (DOT)

Subject: [EXTERNAL] : My Opposition for any new Environmental Assessment permit applications for the Next 10 AET Truck Toll Gantry Locations

14 July 2018

**My Opposition to any new Environmental Assessment permit applications
for the next 10 AET Truck Toll Gantry locations.**

Dear Director Alviti, Jr. and Speaker Mattiello,

I don't know if you two actually travel outside of the state on a regular basis or not. I am a Massachusetts native and because of both work and family travel between Rhode Island and Massachusetts on a very frequent basis.

For work I am a field service technician and travel throughout North America and for family in addition to travel throughout New England, I travel to Chicago, Tampa, and New York frequently and it's an additional financial hardship for both my business and household to have to pay any highway tolls in addition to the taxes and motor vehicle related fees that the average inhabitant already pays for public transportation infrastructure maintenance in their home state, especially paying any tolls on a public Interstate highway or bridge when traveling outside of my home state.

- ① As a Rhode Island resident with a Massachusetts employer, I have to file my income taxes with both states and on my Massachusetts return I can claim unreimbursed commuter expenses including highway tolls billed with an electronic transponder on my taxes but why don't I have that option with my Rhode Island tax return?
- ② Now I would like to ask why you and the Speaker choose the most expensive method to finance our neglected roads and bridge after tolls have been a proven failure on the Pennsylvania Turnpike.

**TAKING A TOLL: HIGHWAY FINANCING FAILURES AND THE PENNSYLVANIA
TURNPIKE**



Photo: Kristen Mullen/AP

December 20, 2016

The Pennsylvania Turnpike operates on a concept of “pay to play”. In order to use the limited access toll road that traverses the state, drivers must pay a fee that varies based on distance travelled and entrance and exit locations. The simple idea behind the turnpike (or any toll road) is that any money spent maintaining/staffing the road comes from people who use the road, not from taxpayers. So how does a road that people pay to use, come to a net position of \$ -4.11 billion?

By Katie Fazio, W'20

The Pennsylvania Turnpike first opened in October of 1940 and originally only measured 130 miles. The Turnpike System has since expanded to its current length of 553 miles which includes I-276 from New Jersey to Valley Forge, I-76 from Valley Forge to Ohio, and I-476 from Valley Forge to Scranton. While the Pennsylvania Turnpike System includes all three roads, I-476 is not considered as part of the “Turnpike” itself. Its initial construction coincided with the beginning of a great shift in American transportation towards limited-access superhighways—the Interstate Highway System. Lessons learned in Pennsylvania were instrumental in the “forgiving road” concept that influenced highway design for the next half a century. The majority of these groundbreaking highways originated with President Dwight D. Eisenhower’s 1956 Federal-Aid Highways Act which aimed to finance the construction of more than 42,000 miles of roads in just 12 years. In 1993, 25 years after Eisenhower’s initial deadline, the last piece of the Federal Aid Highways Act was completed at an estimated cost of \$425 billion dollars (in 2006 dollars)[1] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu). The successful elements of the Pennsylvania Turnpike’s design and the idea of an efficient network of superhighways is seen in the physical product of the 1956 Act. However, there is a salient difference between the highways authorized by the Federal-Aid Highways Act under Eisenhower and the Pennsylvania Turnpike: tolls. And recently, where those tolls go.

Taking a Toll: Highway Financing Failures and the Pennsylvania Turnpike

The Pennsylvania Turnpike operates on a concept of "pay to play". In order to use the limited access toll road t...

[publicpolicy.wharton.upenn.edu]



E-ZPass toll plaza on the Pennsylvania Turnpike[2] [publicpolicy.wharton.upenn.edu]

A majority of Interstate highways in the United States are still toll-free. This is despite the Obama Administration's 2014 announcement that states would be allowed to toll drivers on interstate roads in order to raise funds for road repairs[3] [publicpolicy.wharton.upenn.edu]. For years, tolling drivers had been unnecessary and generally prohibited because any maintenance was paid for by the Highway Trust Fund (HTF). However, the HTF has dried up. The Fund relies on an 18.4 cent federal gas tax to finance surface transportation projects. Unfortunately for state transportation departments, the federal tax is not indexed to inflation so every year that 18.4 cents buys less concrete, steel, and labor. Furthermore, as vehicles have become more efficient, vehicle owners are paying less into the Fund while their cars and trucks damage and clog roads[4] [publicpolicy.wharton.upenn.edu]. In 2015, President Obama signed the Highway and Transportation Funding Act of 2015[5] [publicpolicy.wharton.upenn.edu] which allows states to toll drivers on new interstate lanes—such as tolled High-Occupancy Vehicle lanes—but restricts tolling entire roads. Further, federal statute still requires that toll funds be used for, "any costs necessary for the improvement and proper operation and maintenance of the toll facility." [6]

[\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) But in the case of the Turnpike, the money drivers pay for a toll does not necessarily get used for the “maintenance of the toll facility.”

The Pennsylvania Turnpike is operated by the Pennsylvania Turnpike Commission (PTC), an independent agency of the Commonwealth of Pennsylvania. The Commission operates separately from the Pennsylvania Department of Transportation (PennDOT). It is governed by five chairpersons and employs the more than 2,000 individuals who work on the Turnpike (and other Commission-run roads) such as the Northeast Extension/Interstate 476.^[7] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) A majority of the operating revenue for the Pennsylvania Turnpike Commission comes from what the Commission calls the “Mainline Fund.” The tolls and fees that contribute to this fund make up more than 80 percent of the total revenue. The Commission is also funded by state taxes on motor license registration fees and oil company franchise taxes received as annual capital contributions.^[8] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) Emphasizing the scale of the Commission’s operations, the Commission generates significant revenue through tolls. In 2015, 192 million unique trips were made on the highway, contributing 98.4 percent of the \$949,735,000 in Mainline Revenues (primarily composed of tolls and fees) for the Commission.^[9] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) Although \$950 million dollars should be sufficient to pay workers and maintain the Turnpike, the Commission is in debt.

Why does the toll increase every year?

With the passing of Act 44 in 2007 (and revision with Act 89 in 2013), the PTC and PennDOT created a “public-public” partnership in which the Commission was required to start contributing annual payments to PennDOT to help fund infrastructure projects across the state. Act 44 requires the Commission to pay \$9.65 billion through 2057, and so far, the Commission has already paid PennDOT more than \$5.2 billion. As a result, the Commission has accumulated approximately \$5.6 billion in new debt and has had to raise tolls on the Turnpike each year since. Concurrently, the Commission also needs ridership to increase in order to cover debts completely, but as tolls increase and more riders choose alternative routes, the Commission will not be able cover its debts.^[10] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) As Pennsylvania Auditor General, Eugene DePasquale, describes in his September 2016 audit of the Commission, The Turnpike Commission’s ability to raise toll revenue to cover Act 44/89 payments to PennDOT and expenditures for capital projects is potentially unsustainable.”^[11] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu)

Under Act 44, the Commission pays PennDOT \$450 million a year. There is some hope for the Commission in that under Act 89, starting in 2022 and continuing to 2057, the Commission’s payments will be lowered by \$400 million to \$50 million per annum. However, this does not help the debt that the Commission has already accumulated. Currently, the net position of the Commission (Net assets - Net liabilities) is -\$4.11 billion as reported by the Commission’s 2015 financial report.^[12] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) This will lead to major problems in the coming years.

But what about the rest of the revenue?

The Commission brought in \$950 million and is projected to bring in more than \$1 billion dollars in toll revenue in the year to come.[13]

[\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) However, after operating expenses, Act 44 payments, and debt payments, the commission again comes out at a net loss. For example, in the fiscal year ending in May of 2015, the Commission had brought in \$934 million in tolls and fees. After paying for operating expenses, the Commission had \$487 million to pay the \$450 million they owed under Act 44 and \$422 million in outstanding debt payments.[14] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu)

Looking at other states, there is clearly a more effective way to pay for roads and highways in the rest of the state without putting the Turnpike system into debt. The graph below compares the net positions of the Turnpike Commissions of Ohio, West Virginia, New York, New Jersey and Pennsylvania from 2006 to 2015.[15]

[\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu)

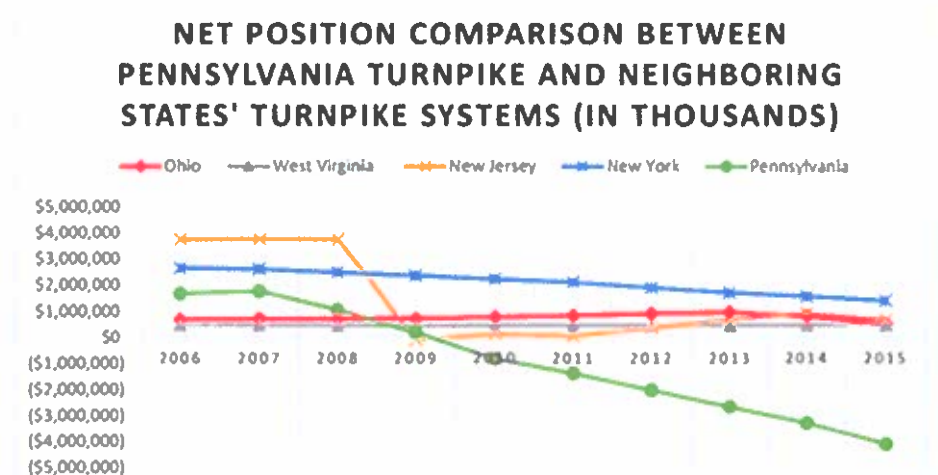


Figure 1: Net Position Comparison of Pennsylvania Turnpike to similar states' systems as developed by the Department of the Auditor General of Pennsylvania from states' comprehensive annual financial reports[16] [\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu)

Act 44 and 89 were put in place to create a source of revenue to help fund other infrastructure projects in Pennsylvania. Particularly those that are un-tolled. The need to create this funding is necessary, but the burden of footing said funding has fallen unjustly on those who use the Turnpike and it has hurt the development of the infrastructure itself. A recent article in the *Pittsburgh Gazette* quotes Commission Chairman Sean Logan describing that "the safety of those who travel our system must remain [the Commission's] top priority by design". He went on to describe how Act 40 was "beginning to hamper [the PTC's] ability to maintain and improve an asset that has been in [the Commission's] care since 1940." [17]

[\[publicpolicy.wharton.upenn.edu\]](http://publicpolicy.wharton.upenn.edu) Though the Commission moves forward with maintenance and road repairs, it plunges itself further and further into debt, and will be unable to sustain operations if projections are sustained.

According to the Commission, the current debt will eventually be paid off, but only if it can increase ridership as it projects in its reports. Ultimately, the burden of funding road projects across the state will fall unjustly on the shoulders of those who use the Turnpike. Act 44 hurts a transportation system it was designed to help and strains a system of cash it requires to maintain and improve a vital transportation corridor for the Keystone State and the American economy.

References

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[3] Ashley Halsey III. "White House to tolls on interstate highways, removing long standing prohibition". *The Washington Post*. April 29, 2014. Accessed December 06, 2016. https://www.washingtonpost.com/local/trafficandcommuting/white-house-opens-door-to-tolls-on-interstate-highways-removing-long-standing-prohibition/2014/04/29/5d2b9f30-cfac-11e3-b812-0c92213941f4_story.html?utm_term=.109d9438ad1e [\[washingtonpost.com\]](http://washingtonpost.com)

[4] Ibid

[5] Keith Lang. "Obama signs \$305B highway bill". *The Hill*. December 4, 2015. Accessed December 06, 2016. <http://thehill.com/policy/finance/262171-obama-signs-305b-highway-bill> [\[thehill.com\]](http://thehill.com)

[6] "Appendix B §129 23 U.S.C. – Toll roads, bridges, tunnels, and ferries". US Department of Transportation. September 2016. Accessed December 6, 2016. <http://ops.fhwa.dot.gov/freewaymgmt/hovguidance/appb.htm> [\[ops.fhwa.dot.gov\]](http://ops.fhwa.dot.gov)

[7] Eugene A DePasquale. "Performance Audit: Pennsylvania Turnpike Commission" (Performance Audit presented September 2, 2016). Accessed December 6, 2016. <https://www.paturndpike.com/pdfs/business/finance/AuditorGeneralsPerformanceAuditSept2016.pdf> [\[paturndpike.com\]](http://paturndpike.com)

[8] Ibid

[9] Ibid

[10] Ibid

[11] Eugene A DePasquale. "Performance Audit: Pennsylvania Turnpike Commission" (Performance Audit presented September 2, 2016). Page 6. Accessed December 6, 2016. <https://www.paturndpike.com/pdfs/business/finance/AuditorGeneralsPerformanceAuditSept2016.pdf> [paturndpike.com]

[12] Simmons, Will, et al. "Pennsylvania Turnpike Commission: Comprehensive Annual Financial Report". September 2, 2016. Accessed December 6, 2016. https://www.paturndpike.com/pdfs/business/PTC_CAFR_16-15.pdf [paturndpike.com]

[13] Eugene A DePasquale. "Performance Audit: Pennsylvania Turnpike Commission" (Performance Audit presented September 2, 2016). Accessed December 6, 2016. <https://www.paturndpike.com/pdfs/business/finance/AuditorGeneralsPerformanceAuditSept2016.pdf> [paturndpike.com]

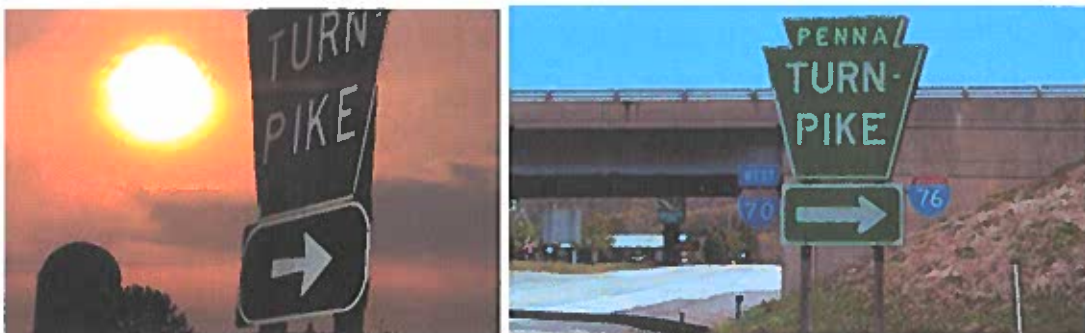
[14] Ibid

[15] Ibid

[16] Eugene A DePasquale. "Performance Audit: Pennsylvania Turnpike Commission" (Performance Audit presented September 2, 2016). Page 10. Accessed December 6, 2016. <https://www.paturndpike.com/pdfs/business/finance/AuditorGeneralsPerformanceAuditSept2016.pdf> [paturndpike.com]

[17] Ed Blazina. "Financial Concerns won't halt Pa. turnpike road projects". Pittsburgh Post-Gazette. November 16, 2016. December 6, 2016. <http://www.post-gazette.com/news/transportation/2016/11/16/Financial-concerns-won-t-halt-Pa-turnpike-road-projects/stories/201611160095> [post-gazette.com]

Pennsylvania Turnpike tolls to increase 6% in 2019



Pennsylvania Turnpike Commission approves 11th consecutive toll increase

The concept of shifting 60 percent of the in-state road maintenance liability burden to the out-of-state travelers and commerce is also just outright wrong. That might be fine and dandy if we don't have to travel across state lines, but why do I want the other states I travel in charging me a higher toll rate just because I am an out of state traveler?

The only Wholesome & Reasonable action would be to obsolete & abolish all the remaining turnpikes and eliminate all Interstate highway and bridge tolls nationwide.

The public transportation infrastructure maintenance responsibility's of each state should be shared fairly among all in-state inhabitants without the need for any tolls and regardless if an inhabitant owns a vehicle or not, or travels on a public way or not.

Even know it wouldn't be still wrong, but if Rhode Island had set up the car excise tax system like Massachusetts and only use the money for only roads, highways, and our neglected bridges, it still would have been better than setting up an electronic toll collection system where all our public resources will be wasted in the administration of the electronic system and enforcement of non-payments, violations, and collections and the DOT will still cry poverty when they have to actually fix a bridge..

③ Even in the \$68.9 million 10 year AET gantry contract, the \$13 million that RIDOT will have to pay the Rhode Island Turnpike & Bridge Authority in back office administrative fees to collect the tolls was never included or reflected in the project budget and the Director was quoted in an online trucking industry publication that he hopes that the state can "offset \$11 million" of these fees with violation fines and other late fees collected.

But how much more will it cost for the administration of law enforcement to write over \$1.1 million per year in violations or in collection agency fees to chase over \$1.1 million per year to pay the \$1.3 million a year in admin fees from one state agency to another state agency?

The time is now to obsolete & abolish the Rhode Island Turnpike & Bridge Authority and eliminate all highway and bridge tolls statewide.

④ I also would like to know how the state could move this far with the RhodeWorks Truck Toll Authorization plan when the legal challenge of if the state can only toll a specific class of vehicles remains undetermined? But Director and Mr. Speaker what are your plans when the court rules in favor of the trucking associations on the truck tolls? Are you going to toll everyone including private passenger cars or do the right thing, which should have be already done in the first place decades ago, direct fund the DOT and our public transportation infrastructure maintenance liabilities in the state budget and abolishing the Rhode Island Turnpike & Bridge Authority, eliminating all existing tolls statewide and finally giving the inhabitants of Aquidneck Island the much needed relief from the financial burden that tolls have placed on their households or businesses and restoring the DMV Schedule of Fees to pre circa 2012 rates and eliminating the car tax

10 [\[landlinemag.com\]](http://landlinemag.com)

For the 11th consecutive year, Pennsylvania motorists will be asked to pay more in tolls on the Pennsylvania Turnpike. On Tuesday, July 3, the Pennsylvania Turnpike Commission announced a 6 percent toll increase to go into effect on Jan. 6, 2019.

According to a news release, the 6 percent increase will apply to both E-ZPass and cash customers. The increase will also apply to all turnpike sections and extensions, including the westbound Delaware River Bridge cashless tolling point in Bucks County. Tolls for the Delaware River Bridge have not increased since January 2016.

The turnpike commission mentions that the most common toll for a Class 5 tractor-trailer will increase from \$3.45 to \$3.66 for E-ZPass customers and from \$15.35 to \$16.30 for cash customers. Regarding the large difference between E-ZPass and cash customers, the commission notes that Class 5 E-ZPass customers typically take shorter trips than Class 5 truckers who pay cash or through the toll-by-plate system.

Last year, the turnpike commission raised tolls by 6 percent as well. However, the Delaware River Bridge was exempt and toll increases at three locations were delayed as they moved to cashless tolling.

This marks the 11th consecutive increase for the Pennsylvania Turnpike system.

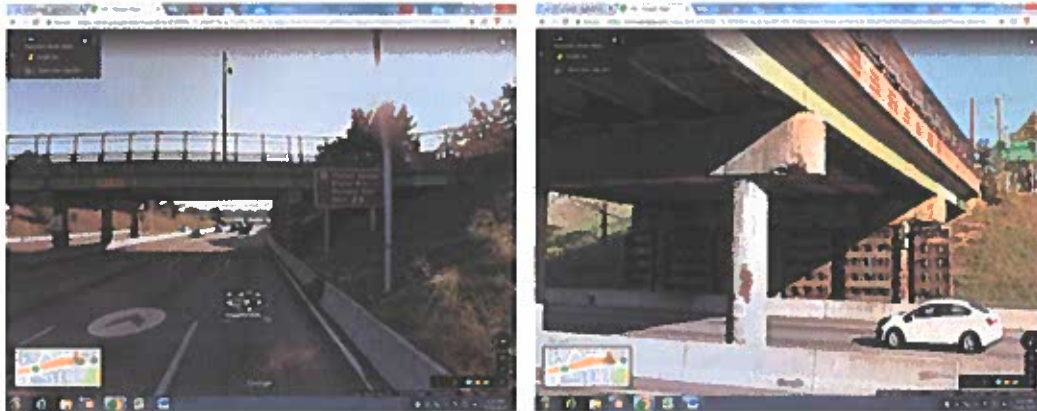
A 2007 law, Act 44, required PTC to pitch in \$450 million annually to the Pennsylvania Department of Transportation for mass transit and other PennDOT projects. Money from PTC to PennDOT does not have to be used for turnpike-related projects.

In 2013, Act 89 decreased PTC's obligation to \$50 million a year starting in 2023. Annual toll increases ranging from 3 percent to 6 percent are necessary to keep up with debts and obligations, PTC Chairman Sean Logan said in statement last year. Increases will continue through 2044, and payments totaling \$5 billion will be made through 2057.

The Owner-Operator Independent Drivers Association and the National Motorists Association have filed a [lawsuit against the Pennsylvania Turnpike Commission regarding the tolls \[landlinemag.com\]](#). In a lawsuit filed on March 15, OOIDA challenged the constitutionality of the imposition of excessive tolls by the Pennsylvania Turnpike Commission. OOIDA claims that tolls, or "user fees," become an undue burden on commerce once the amount is greater than a fair approximation of the value of the use of the toll road.

I don't know about you but to pay \$55.00 cash or \$39.25 transponder to travel the entire mainline turnpike in a private passenger car is just outright wrong and where is the cost saving benefits to the commuter and taxpayer for road maintenance if you get whacked that much in tolls when you do travel?

to give the statewide commuters and taxpayers the much needed financial relief from the unjust burdens of public transportation maintenance.



- ⑤ And my last question, where is the money coming from to replace the Pine Street bridge over Interstate 95 in Pawtucket and is there any toll revenue related to this project? And how do you toll the trucks for this specific bridge when the majority of the trucks travel on the highway under it instead of the local road over it? And I hope you know that it's just outright wrong or fraud to toll a different bridge in a different location and take that money to fund this bridge.

I am opposed to any new Environmental Assessment permit applications for the next 10 AET Truck Toll gantries and feel that the Rhode Island Turnpike & Bridge Authority should be abolished and all highway & bridge tolls eliminated statewide including the new RhodeWorks Truck Tolls as well as the existing tolls on the Newport Pell Bridge.



Thank you,
Brian Hutchings
Brian Hutchings
149 Unit Street
Providence RI 02909-3929
(401) 545 - 1857

RHODE WORKS



BRIDGE TOLL SYSTEM PROJECT

Send Us Your Questions And Feedback.

Please fill out the form below completely or send separate comments to the mailing address or fax number shown. Responses to questions will also be posted in Frequently Asked Questions.

Your Contact Information

*First Name:	<input type="text" value="Kevin"/>	
*Last Name:	<input type="text" value="Marquardt"/>	
*Company:	<input type="text" value="None"/>	
*Address:	<input type="text" value="177 Great Brook Road"/>	
*City:	<input type="text" value="Groton"/>	*State: <input type="text" value="C"/> <input type="text" value="T"/>
*Zip Code:	<input type="text" value="0"/> <input type="text" value="6"/> <input type="text" value="3"/> <input type="text" value="4"/> <input type="text" value="0"/>	
Phone:	<input type="text"/>	
*Email:	<input type="text" value="Macdrv@aol.com"/>	
*Confirm Email:	<input type="text" value="Macdrv@aol.com"/>	

Please provide a valid email address in order for us to reply.

Enter Your Questions and Comments:

The purpose is to fix the damage done by trucks? really? You blame your poor budgeting and mismanagement on the trucks. I wonder if people really knew how the cost of goods and services going up would effect them if they would like this plan. The trucking companies will just pass this along to the consumer and they will pay.

* Required field

Clear

Submit

Emails sent to RIDOT are a matter of public record subject to release, if requested.

Use online form or mail
or fax comments to:

Bridge Toll
System Project
RIDOT
Two Capitol Hill
Providence, RI 02903

Fax:
401-222-3435

Attention:
Daniel Waugh





Send Us Your Questions And Feedback.

Please fill out the form below completely or send separate comments to the mailing address or fax number shown. Responses to questions will also be posted in Frequently Asked Questions.

Your Contact Information

*First Name:	<input type="text" value="Ron"/>		
*Last Name:	<input type="text" value="Hynes"/>		
*Company:	<input type="text" value="Self"/>		
*Address:	<input type="text" value="8901 Classic Lakes Way"/>		
*City:	<input type="text" value="Nokesville"/>	*State:	<input type="text" value="V A"/>
*Zip Code:	<input type="text" value="2 0 1 8 1"/>		
Phone:	<input type="text" value="202-384-5450"/>		
*Email:	<input type="text" value="8901lakes@gmail.com"/>		
*Confirm Email:	<input type="text" value="8901lakes@gmail.com"/>		

Use online form or mail
or fax comments to:

Bridge Toll
System Project
RIDOT
Two Capitol Hill
Providence, RI 02903

Fax:
401-222-3435

Attention:
Daniel Waugh

Please provide a valid email address in order for us to reply.

Enter Your Questions and Comments:

Even with the truck-only bridge tolls, heavy trucks will still greatly underpay their cost responsibilities for highway damage in Rhode Island. Please see attached letter that indicates the need to have trucks pay their share of road damage.

It is time we require those who make their living moving freight on public highways to pay for the road damage they are responsible for. Trucks greatly underpay for their use of public infrastructure in all states and at all levels. The trucking industry supports the continued use of fuel taxes to

* Required field

Clear

Submit

Emails sent to RIDOT are a matter of public record subject to release, if requested.



Stop Subsidizing the Trucking Industry

It is time we require those who make their living moving freight on public highways to pay for the road damage they are responsible for. Trucks greatly underpay for their use of public infrastructure in all states and at all levels. The trucking industry supports the continued use of fuel taxes to fund highways, and this allows automobile drivers and other taxpayers to cover the clear majority of highway costs. Heavy trucks are highly subsidized by the federal government, and by every state DOT, including Rhode Island. Even after the truck-only tolls, Rhode Island taxpayers will still be subsidizing the trucking industry to a very high degree. Rhode Island taxpayers, shippers, and trucking companies would benefit from a modern study of the current levels of subsidy for each type of truck that passes through their state. It's time we do two things: 1) inform the public how much trucks are subsidized, and 2) develop a strategy to make gradual changes over time to have trucks pay 100 percent of their share of infrastructure construction, maintenance, and repair.

Many of the subsidized truck shipments on our interstate highways can move by other means. Intermodal shipments use rail for the long haul and truck for local delivery. We subsidize the trucking industry and we get more trucks on our interstates, and these trucks result in the associated road damage, truck accidents, injuries and deaths. Truck transportation is much more fuel intensive and much less safe than any other mode of transportation. Trucks on public highways cause increase congestion that wastes taxpayer's time and fuel. Subsidized trucks take freight from railroads, which use their own infrastructure and are many times safer and four times as fuel efficient. Water transportation, where available, may also offer some alternatives. It is time that trucks, and therefore the shippers who use trucks, cover their transportation costs. Shift more long distance heavy freight away from our public highways and on to private freight railroads. If shippers need to be subsidized to be more competitive, let's pay their property taxes and utility bills. Shippers will then become more selective in their use of highway transportation and we will all benefit.

Ron Hynes
8901 Classic Lakes Way
Nokesville, VA

Cell: 202-384-5450



August 22, 2018

Peter Alviti, Jr., P.E.
Director
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

ATTN: David Fish, P.E.

Dear Director Alviti:

The American Trucking Associations (ATA)¹ and the Rhode Island Trucking Association (RITA) are pleased to offer comments on The Environmental Assessment (EA) for Toll Locations 3, 4 and 6-13 (July 6, 2018) under the RhodeWorks program. The question before the Federal Highway Administration is whether to make a Finding of No Significant Impact (FONSI) or to require an Environmental Impact Statement (EIS). For the reasons delineated below, ATA and RITA believe that a FONSI is not supported by the EA.

Because the supporting documentation is largely the same as documentation used for the previous EA issued for tolling locations 1 and 2, many of the issues we raise are similar. We anticipate that RIDOT's responses to our comments will be similar, and therefore we have in some cases included those responses and our rejoinders to them.

It should also be noted that ATA has filed a complaint in U.S. District Court for the District of Rhode Island, challenging the constitutionality of the RhodeWorks tolling scheme (*American Trucking Associations, Inc. v. Peter Alviti, Jr.*, No. 18-cv-00378). We recommend that FHWA delay a decision, or the effective date of a decision, pending the outcome of these proceedings.

¹ ATA is a united federation of motor carriers, state trucking associations, and national trucking conferences created to promote and protect the interest of the trucking industry. Directly and through its affiliated organizations, ATA represents more than 30,000 motor carriers in the United States, Canada, and Mexico encompassing every type of motor carrier operation.

1. Diversion analysis is incomplete.

The EA, supported by the Traffic & Revenue Analysis² (Louis Berger 2018), did not appear to consider several likely diversion routes. For example, both of the diversion routes identified for toll locations 7 and 8 assume that trucks originate from or are traveling to I-95 at exits 5 or 6. However, the Berger 2018 origin-destination analysis shows a large number of trucks originating or ending their trips north of these interchanges (e.g. around Warwick), making these diversion routes impractical. The most logical diversion route would utilize the Huntington Expressway and Old Louisquisset Pike, which would eliminate a toll payment and add just half a mile and only 1 to 2 minutes to the trip.

The only toll location 13 diversion route identified (diversion route 7) uses a series of local roads that are clearly impractical. The more obvious diversion route uses U.S. 44, which is actually shorter than the tolled route and adds less time than the route selected by the EA.

These are just two examples of alternative routes that the Berger report failed to consider. The traffic and revenue analysis should be revised to include all feasible alternative routes.

It also appears that the diversion analysis eliminated diversion routes with load posted bridges (Louis Berger 2018 App. G, p. 83). It is highly unlikely that none of these bridge deficiencies would be addressed over the next 22 years of the analysis period. At a minimum the analysis should include a sensitivity analysis that assumes these bridges are not posted and that the routes they serve are potential diversion routes.

2. The EA did not analyze the economic impacts of tolling and the resulting effects on traffic patterns.

Truck-dependent businesses are likely to consider operational changes in response to tolling that will impact travel patterns in Rhode Island and the surrounding region. For example, one company with a large distribution center in Rhode Island that services much of New England is considering reducing the number of loads serviced by this facility and shifting this traffic to a different location with lower transportation costs if tolls are implemented. Not only will this change truck travel patterns in the region, it will also affect commuter travel, since jobs will be repositioned to the new location. An EA or EIS that fails to account for the cumulative economic costs, and subsequent environmental effects, will be inadequate.

When ATA/RITA raised this issue in the Locations 1 & 2 EA, RIDOT responded by citing *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, and the Sec. 6.4 cumulative impacts analysis. However, the Economic Impact study had significant flaws, as described in an analysis by IHS Global Insight³ (submitted separately for the record). Among other issues, economic impacts were diluted by only considering toll costs from inbound vehicles and by assuming that toll costs were spread throughout the supply chain, without consideration of the effects on businesses heavily dependent on trucks. In

² Louis Berger Group, *Rhode Island Department of Transportation Investment-Grade Tolling Study Final Report*, Nov 3, 2017; Appendix D, May 7, 2018.

³ IHS Global Insight, *Analysis: The Economic Impact of RhodeWorks*, December 16, 2015.

addition, the Section 6.4 evaluation (also Sec. 6.4 in the 2018 EA) does not by any stretch of the imagination represent a full analysis of the cumulative impacts of tolls at all proposed locations. It only looks at the impacts on individual drivers, without exploring the cumulative economic effects of tolls on the shippers and receivers who will ultimately bear the brunt of toll costs.

The cumulative economic impacts of tolls should be included in a revised EA, or an EIS.

3. The EA/Berger Report assumed that toll rates would be static through 2040.

The assumption that nominal toll rates will remain unchanged through 2040 results in understating estimated traffic diversion over time, since the inflation-adjusted toll rate decreases over time, a fact acknowledged by the Berger report.⁴ It is standard practice for tolling agencies to increase toll rates to account for inflation, higher than expected expenses, or lower than expected revenue.⁵ Furthermore, RIDOT has the legal authority to increase rates above those assumed by the analysis. Therefore a static toll rate is an unrealistic assumption that does not accurately reflect the likely level of diversion and does not accurately capture the impacts of diversion.

When ATA/RITA raised this issue in its 2017 EA comments RIDOT countered that several Northeastern toll facilities have not adjusted their rates in recent decades. However, this is the exception. The vast majority of toll agencies increase rates on a fairly regular basis. RIDOT also suggested that rate increases are unnecessary under the fiscally constrained 10-year plan. The EA estimates impacts through 2040, so the statement that RIDOT does not need to raise rates over the next 10 years is immaterial.

The EA (or EIS) should be revised to include a diversion analysis that does not rely on the unrealistic assumption that toll rates will *decrease* in inflation-adjusted terms.

4. The EA failed to produce a safety analysis.

Even though it is well documented that Interstate highways have a lower crash rate than the lower-order roadways that vehicles are expected to divert on to,⁶ the EA does not attempt to analyze the impacts of shifting traffic to less safe roadways. Furthermore, crashes cause additional congestion, which affects the proposal's environmental impact assessments. A RIDOT representative specifically acknowledged that the roads that have been identified as potential diversion routes under the tolling proposal have an injury rate "2-3 times higher than those on freeways."⁷ The representative also stated that "[i]t is also safer for tractor

⁴ Louis Berger 2018, App. G, p. 101.

⁵ U.S. Toll Roads Since 1950: Trends in Toll Rates per Mile Compared with Inflation, Transportation Research Record: Journal of the Transportation Research Board Volume 2450, Issue 12, 2014, pp. 144-151. This study found that since 1960, annual average toll rates on U.S. toll roads increased by 3.2% for passenger cars and 3.6% for commercial vehicles. Using the 3.6% average, the 2040 toll rate would increase to \$8.18-\$10.52 at Locations 1 & 2.

⁶ See for example: <http://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/CrashData/CrashRates/RoadwayFunctionalClassification.aspx>; <http://apps.itd.idaho.gov/apps/ohs/Crash/14/2014RoadClass.pdf>.

⁷ Statement by Steve Pristawa, Chief Civil Engineer, RIDOT. Minutes from the Rhode Island State Traffic Commission meeting, Aug. 17, 2017.

trailers to remain on the freeways as they will not have to interact with pedestrians, bicyclists, or traffic turning into and out of side streets or driveways.”⁸

When ATA/RITA raised this concern in the 2017 EA, RIDOT’s response was that the alternative route’s configuration could handle the additional traffic and had not been identified as a high crash corridor by RIDOT. However, this fails to address the fact, acknowledged by a RIDOT representative for this specific route,⁹ that shifting traffic from an Interstate highway to an arterial road inherently increases safety risk, regardless of the roadway’s design or its crash history.

The EA (or EIS) should be revised to include a safety analysis, including the environmental impacts that result from the congestion effects of changes in the number of crashes that result from traffic diversion.

5. The EA does not consider the potential impacts of a successful legal challenge to the toll structure.

ATA and three motor carriers have filed a complaint in federal District Court (*American Trucking Associations, Inc. v. Peter Alviti, Jr.*) alleging that the RhodeWorks tolling scheme is unlawful under the Commerce Clause of the U.S. Constitution.

Per compliance with the legislation authorizing tolls, the EA assumes that toll rates will have several different caps:

- Tolls are limited to once per toll facility, per day in each direction;
- Tolls are limited to a \$20 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts; and
- Tolls will not exceed \$40 per day.

However, both these caps and other aspects of the RhodeWorks program are likely to render its tolling scheme unlawful under the Commerce Clause of the U.S. Constitution. More specifically, the U.S. Supreme Court has explained that, under the Commerce Clause, a transportation user fee is permissible only “if it (1) is based on some fair approximation of use of the facilities, (2) is not excessive in relation to the benefits conferred, and (3) does not discriminate against interstate commerce.” *Northwest Airlines v. Kent*, 510 U.S. 355, 369 (1994). *See also Selevan v. N.Y. Thruway Auth.*, 584 F.3d 82, 98 (2d Cir. 2009) (holding that the *Northwest Airlines* test is “the applicable test” for “evaluat[ing] the constitutionality of a highway toll”). The proposed Rhode Island tolls fail this test for a variety of reasons.

First, both the daily caps and the truck-only nature of the tolls mean that they are not “based on some fair approximation of use.” On the contrary, the per-facility limitation means that a truck passing through the same toll gantry 100 times a day would pay the same toll as a truck passing through it once; and the daily system-wide cap makes no attempt to fairly approximate the use of trucks who continue to drive the tolled roads after hitting them. In addition, a scheme under which tolls are restricted to a small class of vehicles, while the vast

⁸ *Ibid.*

⁹ *Ibid.*

majority of users pay no tolls whatsoever, is not based on *any* approximation of use, much less a fair one.

Second, for similar reasons, the cap arrangement renders the tolls excessive in relation to the benefits conferred: if, for example, \$40 is the appropriate price for a truck that hits the daily cap and continues to travel dozens or hundreds more miles on the tolled facilities, it is by the same token excessive in relation to the benefit obtained by a truck who just hits that daily cap. The same is true of the truck-only nature of the tolls: if the proper price for the vast number of road users is \$0, *any* toll imposed on heavy trucks for the use that is available to all others free of charge will, by definition, be excessive.

Finally, the RhodeWorks toll scheme discriminates against interstate commerce by carefully engineering the scheme to favor in-state users over out-of-state users. While both in-state and out-of-state trucks nominally pay tolls under the same schedule, the daily cap inevitably means that in-state trucks—which are more likely to hit the cap and continue to use the roads without paying additional tolls—will obtain more benefit for the fees they pay than out-of-state trucks who pass through Rhode Island or enter the state for a short period. As the Supreme Court has held, user fees “discriminate against out-of-state vehicles” when they predictably “subject them to a much higher charge per mile travelled in the State,” and “do not even purport to approximate fairly the cost or value of the use of [the] roads.” *American Trucking Associations v. Scheiner*, 483 U.S. 266, 289-90 (1987).

The truck-only nature of the tolls—and the interstate nature of the trucking industry—also means that out-of-state users will bear a heavier proportion of the toll bill than they would under an evenhanded toll scheme that applied to all users. And by deciding to toll only tractor-semitrailers—which are particularly likely to come from out of state—and not the kind of heavy garbage and construction vehicles that are more likely to be locally based, the RhodeWorks scheme further ensures that the burden of maintaining Rhode Island’s roads will be paid disproportionately by travelers in interstate commerce. Indeed, the Rhode Island legislature and the administration have made no secret of the fact that central to the RhodeWorks scheme was ensuring that the bill goes primarily to out-of-state users who cannot hold them accountable at the ballot box. *See, e.g.*, Ian Donnis, “On 52-11 Vote, RI House Approves Truck Toll Plan,” Rhode Island Public Radio, <http://ripr.org/post/52-21-vote-ri-house-approves-truck-toll-plan> (Feb. 10, 2016) (quoting House Speaker stating that “[p]eople should know that 60 percent of the money is going to come from out of state”); Stephanie Johnston and Rosie Woods, “One Year Later: Gov. Raimondo, RIDOT Review RhodeWorks,” WPRI.com, <http://wpri.com/2017/02/22/one-year-later-gov-raimondo-ridot-review-rhodeworks/> (Feb. 22, 2017) (administration officials expect “much of the funding for the infrastructure ... to come from a new toll on *tractor trailers driving through the state*) (emphasis added).

Given these serious legal infirmities, the EA fails to consider the impacts of removing the daily toll caps, of tolling all vehicles, or of having to cease toll collection altogether (if the scheme is deemed unlawful, but the legislature chooses not to rehabilitate it by lifting the caps or authorizing tolls on all vehicles). At a minimum, the state should conduct a sensitivity analysis taking into account the likelihood of those scenarios. However, we

strongly recommend that the EA process should be put on hold pending resolution of the lawsuit.

6. RIDOT has proposed a questionable strategy for reducing diversion.

RIDOT has proposed to prevent diversion of traffic to alternative routes by establishing truck enforcement facilities along these alternative routes.¹⁰ The agency has budgeted \$500,000 for additional state and local law enforcement personnel and purchased additional equipment to facilitate this plan.¹¹ The report assumed that these additional enforcement efforts would reduce traffic diversion by 50 percent. These assumptions were made based on references to several studies, most notably studies related to the Ohio Turnpike¹² and I-80 in Wyoming.¹³ The report referenced regarding claims pertaining to enforcement on alternative Ohio Turnpike routes stated explicitly that additional enforcement on local roads was not considered as part of the analysis (p. 19). In the Wyoming study, the report assumed that additional restrictions would be imposed on trucks to prevent them from using local roads. Therefore, for the Berger report to come up with similar results, it would similarly have to assume additional truck restrictions on alternative routes.

The Berger 2018 report gave statistics for law enforcement operations on secondary roads in Ohio, Indiana, Delaware and Pennsylvania (no references were given for the latter three, therefore these claims could not be verified). Berger claims that the high level of violations reported as a result of these operations showed that drivers would perceive a high likelihood of a traffic stop, and would therefore be less likely to divert to an alternative route where motor carrier enforcement activities were underway. However, the statistics reported did not indicate the percentage of trucks stopped for inspection, so it is unclear how Berger reached its conclusion. Furthermore, the Berger report offers no evidence to support a claim that the trucks exiting tolled routes under RhodeWorks for the purpose of avoiding a toll payment are more likely to have a weight or safety violation than those that do not, nor that they are more likely to be inspected on these alternative routes than on the tolled routes. In sum, the information in the Berger report does not justify an assumption that additional enforcement measures on diversion routes would reduce diversion by 50 percent.

Furthermore, revenue projections adjusted to account for diversion that is actually supported by evidence will be lower than the revenues RIDOT claims are needed to meet the purpose and need of the proposal. According to a sensitivity analysis that excluded the enforcement actions, gross revenue would be reduced by approximately \$10-15 million per year under this scenario.¹⁴ When toll capital and administrative costs are factored in, ATA estimates that net annual average revenue over the first 10 years of the program (2016-2025) will be \$27.48 million. This includes the 10-year, \$68.9 million contract with Kapsch Traffic Com IVHS, Inc. for gantry installation and other capital equipment, including maintenance and

¹⁰ *Louis Berger 2018, App. G.*

¹¹ *Ibid.*

¹² Swan, P., Belzer, M., 2007. *Empirical Evidence of Toll Road Traffic Diversion and Implications for Highway Infrastructure Privatization.*

¹³ Parsons Brinckerhoff, 2008. *Interstate 80 Toll Feasibility Study Final Report*, Prepared for the Wyoming Department of Transportation

¹⁴ *Louis Berger 2018, App. G, Table 6-9.*

operational support.¹⁵ It also includes reimbursement to the Rhode Island Toll & Bridge Authority for expenses incurred in managing billing and collection services, at an estimated cost of five percent of revenue.¹⁶

Finally, the Berger Report did not consider the effects of “leakage” due to non-payment of tolls. This will further deplete the net revenue from tolls. RIDOT responded to this charge in its response to our 2017 EA comments by claiming that the effect of non-payment of tolls would be negligible, based on past experience reported by RITBA. However, users of toll facilities operated by RITBA are far more likely to be Rhode Island residents than users of the RhodeWorks facilities (just 8% of tolled trucks are registered in RI according to Berger 2018). The EA has not documented RIDOT’s or RITBA’s plan to collect tolls and fines from out-of-state violators who are not subject to law enforcement action by Rhode Island authorities. Furthermore, unlike RhodeWorks, RITBA facilities include a cash payment option – which is less likely to be evaded – and according to RITBA financial statements, a significant share of revenue comes from cash transactions. According to a toll benchmarking study, more than one-third of toll operators cited leakage as a major challenge.¹⁷ The Massachusetts Turnpike, for example, reported earlier this year that unpaid tolls would reduce toll revenue by 4 to 5 percent, largely due to non-payment by out-of-state drivers who do not have a transponder.¹⁸

7. The EA did not consider alternatives other than tolling.

The EA claims that eliminating non-toll alternatives is justified based on standards established under the *American Association of State Highway and Transportation Officials Practitioner’s Handbook No. 3: Managing the NEPA Process for Toll Lanes and Toll Roads*.¹⁹ However, RIDOT has not met the AASHTO standards for excluding non-toll alternatives. As stated in the EA, the criteria are as follows:

- Tolling revenue is assumed in Rhode Island’s state transportation planning process;
- Tolling revenue is the basis for meeting fiscal constraint of the STIP;
- Tolling is an element of the proposed Project’s purpose and need; and
- Non-tolled alternatives were eliminated from consideration during the planning process.

The Federal Highway Administration advises transportation agencies that “[e]ven if non-tolled options may be eliminated during the transportation planning process or through NEPA’s alternatives analysis, it is advisable to examine non-tolled alternatives if there is public opposition to tolls.”²⁰ That public opposition exists has been made quite clear during the public meetings held in conjunction with the EA process during both 2017 and 2018. Regardless of whether the legislature has made sufficient non-toll resources available for

¹⁵ <http://www.ri.gov/press/view/30581>.

¹⁶ http://www.planning.ri.gov/documents/tip/2017/RI_STIP_FFY2017_2025_Amended_07212017-Final.pdf, p. 35.

¹⁷ <https://assets.kpmg.com/content/dam/kpmg/pdf/2015/06/kpmg-toll-benchmarking-study-2015-v2.pdf>

¹⁸ https://www.masslive.com/politics/index.ssf/2018/04/out-of-state_drivers_owe_massd.html?__vzf=rtw_top_pages%3D3460200014907

¹⁹ Environmental Assessment, p. 4-2.

²⁰ Federal Highway Administration. *Public-Private Partnership Oversight: How FHWA Reviews P3s*, Jan. 2015, p. 19.

RhodeWorks, RIDOT is not precluded from considering additional revenue sources during the EA process. This information would give elected officials a good basis for determining which approach best meets the needs of Rhode Island residents.

Conclusions

This tolling proposal is unique and unprecedented. Never before has a state either tolled trucks only, or tolled existing Interstates, on a network basis. In fact, we are not aware, in the 61-year history of the Interstate system, of any state that has even explored such a scenario. The proposal is unparalleled in our nation's history and potentially precedent setting. There is no previous experience to rely on, and no studies of other states' experience to point to when determining the potential effects on traffic congestion, the environment, safety or the economy. Neither RIDOT nor FHWA can today say with confidence what would happen if vehicles traveling on a previously un-tolled Interstate highway network are subjected to tolling. It is clear that neither the Environmental Assessment nor the Traffic and Revenue analysis provide these answers. Both are fatally flawed documents that cannot and should not lead FHWA to issue a FONSI. Furthermore, it would be most prudent for RIDOT and FHWA to await the outcome of the legal proceedings currently underway before moving forward on a plan that may not be lawful.

Thank you for your consideration of our comments.

Sincerely,



Chris Maxwell
President & CEO
Rhode Island Trucking Association
660 Roosevelt Ave.
Pawtucket, RI 02860



Darrin Roth
Vice President, Highway Policy
American Trucking Associations
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Suite 210
Arlington, VA 22203

IHS ECONOMICS & COUNTRY RISK

Analysis: The Economic Impact of RhodeWorks

December 16, 2015

ihs.com

Chuck Clowdis
Managing Director

Paul Ciannavei
Senior Consultant

Ryan Siavelis
Analyst



Contents

Highway Truck Volumes.....3

Truck Routing Diversion Potential.....4

The Study Approach & Report.....5

Results.....7



Analysis:

The Economic Impact of RhodeWorks

Paul Ciannavei, Senior Consultant

Ryan Siavelis, Analyst

The IHS team reviewed “The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan”, prepared by REMI. This review identified several key issues in the report where assumptions and approaches to the study may lead to erroneous or suspect conclusions. Additionally, the report does not do a good job in identifying many of the details and factors upon which the original study was built, so determining if the potential shortcomings are a result of the study approach or methodology, or a case of poor reporting, is difficult. Our approach in conducting this review did not include re-creating the entire study and its results and conclusions, but rather highlights those areas that are viewed to have significant potential flaws.

While IHS appreciates the issues inherent in the use of proprietary economic models, the document provided to the public presenting the finding of the REMI study is sorely lacking in transparency. Considering that the study was conducted for a public agency, at a bare minimum the base case economic inputs should be clearly and fully provided.

Key issues identified by our review of the study include:

- Highway truck volumes used in the toll analysis appear questionable
- The analysis did not adequately account for truck routing diversion potential around the state, and the report explicitly cited this shortcoming.
- Not enough consideration was given to financing alternatives which did not include bridge tolling.
- The report does not provide sufficient detail in terms of the impact modelling, underlying assumptions, and base case data to allow a complete assessment of the results.
- A comparison of results with IHS economic forecasts for Rhode Island.

Highway Truck Volumes

The report expects total toll revenue of \$60 million at a toll rate of \$20 to \$25 per truck trip through the state. This indicates a figure of 2.4 million to 3.0 million annual through truck trips in Rhode Island. This volume of traffic appears high, compared to other sources of truck activity information, specifically Transearch and FAF. Our Transearch data shows 1.0 million through truck trips, but this data does lack some trucking activity, such as household goods and shipments of used merchandise. Our past examinations of these “holes” in Transearch coverage have shown that there is likely to be 25% to 5% more traffic than we capture, varying by market area. This adjustment would up the highway traffic level to 1.2 million to 1.5 million trips, still only half the level we believe was assumed by the study.

The new FAF4 data, while similar in nature to Transearch, seems to also support the Transearch-based estimate. Determining an accurate picture of the Rhode Island through traffic is much more difficult using the FAF4 data, however, as the geographic markets are much larger than the counties identified by Transearch, so a far greater level of estimation needs to be used.

The result of the difference can be viewed from one of two perspectives, either the revenue estimate of \$60 million will not be realized, or the toll rate needs to be significantly higher:

Toll Revenue Implications

- **The \$60 million annual revenue estimate is high:** Our data indicates actual revenue (assuming the \$20 to \$25 rate) will only be between \$24 million and \$37.5 million, substantially below the estimate
- **The \$20 to \$25 through trip toll fee needs to be raised to \$40 to \$50 to achieve the \$60 million annual figure:** We believe tolls at this level will have a significant influence on potential routing diversions around the state, discussed in the following section “Truck Routing Diversion Potential”.

Truck Routing Diversion Potential

The study, as best we can determine, does not address the issue of truck routing diversion. As higher location-specific costs are realized, the industry has historically looked for ways to mitigate those increases. For trucking, alternative routings to avoid high tolls or taxes has long been a common employed technique to reduce costs. While we believe the truck volumes used in the study are high, as outlined in the previous section “Highway Truck Volumes”, this problem will only be exacerbated by likely alternate routing possibilities that some trucks will choose to use to avoid the increased costs associated with passing through Rhode Island.

Based on some previous work we have done analysing trucking and freight activity in Rhode Island, we have determined that the majority of traffic that transits the state is moving to or from the southeastern portion of Massachusetts, roughly defined as the area east of I-95, south of Boston. This area is bisected by I-495, which provides a very direct and efficient connection to I-90, with ready access to I-84 or I-395. Although I-90 is a toll road, the Massachusetts Turnpike, the toll for a five-axle truck to these alternate routes is \$2.05 (to I-395) and \$3.55 (to I-84), significantly lower than the proposed \$20 to \$25 Rhode Island fee (and drastically lower than them much higher fees we feel will be necessary to realize the \$60 million revenue figure).

Certainly there are factors beyond tolls that impact the decision making process for truck route reassignments, with distance travelled be a key driver of the overall cost level. The area of divertible traffic in southeastern Massachusetts is fairly large, so the additional mileage required to route around Rhode Island will vary significantly depending on the exact origin or destination points. While we did not conduct a detailed analysis of this diversion potential (that would have been well beyond the budget and time available for this analysis), the convenient location of I-495 that runs right through the middle of this area provides a very direct alternative to I-90 and for much of the area the additional distance via the diverted routing should be less than 30 miles. At this distance, the lower tolls make the alternate path a very viable alternative.

Truck Routing Diversion Potential

The higher tolls lead us to believe the potential for trucks to skirt Rhode Island via alternate routings is quite high, and will substantially reduce the state's revenue under the study's proposals

- **Substantially higher tolls:** Somewhere between \$20 and \$50 to pass through Rhode Island vs. as little as \$2.05 to travel on the Mass Pike.
- The study did not attempt to account for the impact of traffic diversion.

The Study Approach & Report

The study report is very deficient in providing details about the parameters and values that serve as a starting point for the analysis, and also in describing the modelling methodology to allow any significant assessment of how the end results would change based on adjustments to any of the inputs. The study results are presented as the level of change expected from the base case, i.e., increases or decreases of a certain amount, but fail to specify the base to which the changes are applied. Most significantly, in all situations addressed by the study, the implementation of the tolling scenario was used, so that no consideration was given to funding options that do not rely on this approach

The results of the study show that greater transportation spending provides greater employment and gross state product. The reason cited is that matching funds from the federal government flow into the state. While the exact parameters and relationships of the models and forecasting are unknown, this relationship does not bear out historically. State's that have embraced this perspective, that more funds from the federal government, regardless of their use, are good funds, have found themselves in a long-term budget bind. The differences in transportation spending are dramatic, as are the differences in GSP and employment, surely some of these scenarios should show a diminishing return to infrastructure spending, but they do not, more spending only increases GSP and employment.

While the benefits from federal dollars are real, they are short-term if the result is not functional and well-funded infrastructure. The problems associated with federal funding are long-term and far more difficult to solve, as states like Illinois have discovered. The state must repay its' portion of the bill. If it were true, that in the long-run federal dollars always increase employment and GSP, then any federal program should be embraced, and Rhode Island should build transportation infrastructure anywhere the federal government will provide funding. There is a logical fallacy to this approach.

Without an understanding and view of the current economic situation in the state, and a look forward at prospects without accounting for these proposals, determining their true benefit and impact is difficult. The outlook for Rhode Island as developed by the HIS Regional Economics practice can help, however, to set this stage.

Manufacturing

The outlook for Rhode Island's manufacturing sector is bleak. The modest recovery in payrolls of the last few years is slowing, and little to no additional growth through the end of the decade is expected. Our projections indicate the addition of only a few hundred jobs over the next year, replacing only a fraction that were lost during the recession. Expectations are for manufacturing employment growth to remain flat over the next four to five years.

Manufacturing once accounted for 20% of all nonfarm payrolls in the early 1990s, with major industries including toys, tires, fabric mills, jewelry, silverware, and audio and video equipment. As that share has eroded, the state has had to rely more heavily on the services economy to drive growth. In the last 10 years, manufacturing's share of total payrolls has declined from 12.1% to less than 9.0%.

The manufacturing sector, however, has been falling for decades. High operating costs, heavy international competition, and the adoption of more automated production processes, all contributed to the decline. The industrial sector was hit extremely hard during both the 1990s and 2001 recessions, yet little positive growth in the aftermath of each was seen. This does not bode well for future of Rhode Island manufacturing, and our forecasts indeed indicate that the long-term trend of job losses will resume by 2016 after a modest post-recession recovery has run its course.

Tax Environment

According to a report by the Tax Foundation, Rhode Island's business tax climate ranks among the worst in the country, in 46th place. Although the state did fare rather poorly across all the component tax rates, the state was particularly harmed by its high unemployment insurance and property taxes. The state's strongest category was the sales tax, but a 7% levy put Rhode Island only in the middle of the pack. While many states in the Northeast boast heavy tax burdens, Massachusetts ranks far better at 25th. This puts an already struggling Rhode Island business climate at a disadvantage relative to a stronger, faster-growing neighbor.

Labor Force and Demographics

From 2011 to 2012, the state's total population showed very little change, holding at around 1.05 million. The state experienced a net influx of 3,600 new residents from foreign countries with net domestic out-migration of 5,300, for a total net outflow of 1,700 people. Rhode Island's population is slightly older than that of the United States. As of 2011, 27.1% of residents were aged 55 or older and 14.3% were at least age 65. At the national level, these two shares were 25.2% and 12.0%, respectively. To reduce the impediments posed by a relatively aged population—namely a large volume of retiring workers—Rhode Island will require steady growth in its younger cohorts, particularly the 20–29-year-old group. This would provide a useful crop of young and well-educated workers ready to enter the labor force and fill vacancies left behind by the aforementioned retirees. Our forecasts indicate that the state will fail in this area—its 20–29-year-old cohort will contract over the next decade.

Rhode Island's educational attainment levels are a bit below national averages with regard to the proportion of the population holding a high school diploma, but the percentage of residents possessing post-secondary degrees is more than three percentage points higher. As the New England region continues to develop its knowledge-based economy, educational attainment becomes increasingly more important for successful economic diversification. But, even though the Rhode Island's share of residents with postsecondary degrees outpaces the national average, the state falls well short of educational attainment levels in heavy knowledge-based economies like Massachusetts. This puts the Ocean State at a disadvantage when it comes to growing the presence of its skilled services economy.

Stepping back to a broader perspective on the Rhode Island demographic outlook, our projections show that the state's prospects for labor-force and population growth are relatively bleak. We expect the state's population and labor force to grow no more than 0.1% per year on average over the next decade, which will rank amongst the lowest in the country. Slow expansions in these two key areas are impediments to long-term economic growth potential, and this is indeed reflected in our forecasts for 0.5% gains per year in total employment between 2013 and 2023. In contrast, some of the faster-growing US state economies over the next decade—places such as Texas and the Carolinas—will reap great benefits from in-migration and healthy population growth.

Results

Using IHS forecast data, we can put the projected results into context. The IHS forecasts, as described above, are not very optimistic, and are based on a more macro-level approach that does not incorporate specific projects such as the RhodeWorks proposal. The table below shows the average annual change over the study horizon, comparing IHS's results with those of the eight different scenarios covered by the study:

	IHS	S1	S2	S3	S4	S5	S6	S7	S8
Non-Farm Employment	1,445	559	276	576	294	532	250	554	272
Population	1,071	395	199	313	117	334	138	323	127
Labor Force	1,422	255	123	210	79	218	87	214	83
GDP	\$ 2,344,706,364	\$ 49,000,000	\$ 20,000,000	\$ 51,000,000	\$ 22,000,000	\$ 45,000,000	\$ 17,000,000	\$ 48,000,000	\$ 20,000,000
Personal Income	\$ 2,373,728,182	\$ 47,000,000	\$ 22,000,000	\$ 46,000,000	\$ 21,000,000	\$ 44,000,000	\$ 19,000,000	\$ 45,000,000	\$ 20,000,000
Disposable Personal Income	\$ 2,060,859,091	\$ 41,000,000	\$ 19,000,000	\$ 40,000,000	\$ 18,000,000	\$ 38,000,000	\$ 16,000,000	\$ 39,000,000	\$ 17,000,000
Real Disposable Personal Income	\$ 865,680,909	\$ 31,000,000	\$ 12,000,000	\$ 24,000,000	\$ 4,000,000	\$ 26,000,000	\$ 6,000,000	\$ 25,000,000	\$ 5,000,000

The columns labelled S1 through S8 are REMI scenarios one through eight. The column labelled IHS shows the IHS baseline growth forecast for each of the economic factors listed on the left. In this way, the scenarios are not directly comparable, as the IHS forecast is the forecasted growth rate, while the scenarios are the extra growth created by the inclusion of various infrastructure investments outlined by REMI.

The next table shows the results for each scenario as a percentage of the IHS values:

	IHS	S1	S2	S3	S4	S5	S6	S7	S8
Non-Farm Employment	1,445	38.7%	19.1%	39.8%	20.3%	36.8%	17.3%	38.3%	18.8%
Population	1,071	36.9%	18.6%	29.2%	10.9%	31.2%	12.9%	30.2%	11.9%
Labor Force	1,422	17.9%	8.7%	14.8%	5.6%	15.3%	6.1%	15.1%	5.8%
GDP	\$ 2,344,706,364	2.1%	0.9%	2.2%	0.9%	1.9%	0.7%	2.0%	0.9%
Personal Income	\$ 2,373,728,182	2.0%	0.9%	1.9%	0.9%	1.9%	0.8%	1.9%	0.8%
Disposable Personal Income	\$ 2,060,859,091	2.0%	0.9%	1.9%	0.9%	1.8%	0.8%	1.9%	0.8%
Real Disposable Personal Income	\$ 865,680,909	3.6%	1.4%	2.8%	0.5%	3.0%	0.7%	2.9%	0.6%

Each REMI scenario is compared with the IHS baseline forecast as a percentage. This may not indicate the actual additional benefit as calculated by REMI, as we are not comparing the REMI calculated benefit from the REMI baseline forecast. The REMI baseline forecast was not included in the report. However, the IHS baseline forecast serves as a reliable benchmark, regardless of the REMI economic forecasts, as the purpose of the REMI report was the calculation of the benefit of specific infrastructure improvements.

The table below shows the average annual growth for the IHS forecast, while the study's scenario results represent their calculated growth contribution over the IHS base:

	IHS	S1	S2	S3	S4	S5	S6	S7	S8
Non-Farm Employment	0.3%	0.12%	0.06%	0.12%	0.06%	0.11%	0.05%	0.11%	0.06%
Population	0.1%	0.04%	0.02%	0.03%	0.01%	0.03%	0.01%	0.03%	0.01%
Labor Force	0.3%	0.05%	0.02%	0.04%	0.01%	0.04%	0.02%	0.04%	0.01%
GDP	4.1%	0.09%	0.04%	0.09%	0.04%	0.08%	0.03%	0.08%	0.04%
Personal Income	4.5%	0.09%	0.04%	0.09%	0.04%	0.08%	0.04%	0.09%	0.04%
Disposable Personal Income	4.4%	0.09%	0.04%	0.09%	0.04%	0.08%	0.03%	0.08%	0.04%
Real Disposable Personal Income	2.0%	0.07%	0.03%	0.05%	0.01%	0.06%	0.01%	0.06%	0.01%

While comparisons of REMI's scenario based benefit numbers to the IHS baseline growth rate show substantial improvements by share, when REMI's calculated benefit from the specific infrastructure improvements is compared with the total – and an annualized growth rate is calculated – the benefit is shown to be relatively small, perhaps within the margin of error for this kind of data and analysis. The IHS column shows the IHS baseline forecasted growth rate. The columns labelled S1 through S8 show the annualized growth rate of each of REMI's scenarios over the existing baseline growth rate.

As shown in the table, the actual impacts of the scenarios are in most cases below a tenth of percent of actual annual growth.

Results

- **When viewed on an annual increase basis the results are fairly modest:** ...and we believe these are likely to be somewhat overstated.
- **IHS forecasts serve as the basis for this assessment:** The study does not provide sufficient information to determine the values of the actual base case scenario used, the best we can do is to utilize our own base case.

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H.11 **Response to comments**

Environmental Assessment for Toll Locations 3, 4 & 6 through 13

Response to Comments received during the Public Comment Period

The full Public Hearing transcripts are included in Appendix H9.1 and H9.2 where the comments have been identified and hand numbered in the margin of the transcript.

The comments received by mail, email and web comment form are included in Appendix H10 where the comments have been identified and hand numbered in the margin of the comment or letter.

The format of the response to comments below includes the source and date of the comments, a comment summary, followed by a comment response. Please see Appendices H9 and H10 to refer to the comments in their entirety.

Public Hearing Transcripts (July 27, 2018) Three Locations

Refer to Appendix H9.1 for full comments. Text in bold is a brief excerpt of comments. Full comments are numbered within the Public Hearing Transcripts.

PROVIDENCE LOCATION July 27, 2018

PH Comment 1: Monique Chartier: Economically, the tolls are not needed.

Response: The need for the project is covered in the EA. The no toll alternative was evaluated. It was determined that the alternative does not meet the purpose and need of the project. Non-tolled alternatives were considered and deliberated in the process leading up to the passage of the RhodeWorks legislation. It is outside the scope of this EA to revisit the determination of the state legislature and Governor of Rhode Island and the tolling assumptions built into the State of Rhode Island Transportation Improvement Program adopted by the Rhode Island Department of Administration, Statewide Planning Program and the State Planning Council (which is comprised of state, local, and public representatives and federal advisors).

PH Comment 2: Monique Chartier: The EA is missing wetland permits.

Response: Completion of the NEPA process does not require that all permitting be completed. At the time of the issuance of the EA the RI Department of Environmental Management (RIDEM) had made a determination for the toll locations in response to a Request for Regulatory Applicability (RRA). The RRA does not include a field site visit by RIDEM. Sufficient coordination with state wetland permitting agencies has been carried out to identify potential issues. During the final design phase a Request for Preliminary Determination (RPD) will be submitted so that a site visit can be conducted to verify the resource boundary and site conditions. RIDOT will obtain the required wetland permits before the start of construction.

PH Comment 3: Monique Chartier: Public cannot comment on an incomplete EA. Plans are marked “draft”, toll have not been set, wetland permits needed.

Response: FHWA deemed the EA complete for public review and comment. FHWA independently reviewed the findings and conclusions in the EA prior to approving the EA for public dissemination. FHWA will review comments and responses prior to making its determination to revise the EA, issue a Finding of No Significant Impact, or proceed with an Environmental Impact Statement. By federal law and regulation, the design of the gantries cannot be finalized until the NEPA process has been executed and approved by FHWA. The draft plans provided in the EA are not expected to change significantly during final design. Although RIDOT has not approved specific toll rates at this time, the following limits on the assessments of tolls upon the same truck with Radio-frequency Identification will apply per state legislation: Tolls are limited to once per toll facility, per day in each direction; Tolls are limited to a \$20.00 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts; and Tolls will not exceed \$40.00 per day. During the final design phase a Request for Preliminary Determination (RPD) will be submitted so that a site visit can be conducted by RIDEM to verify the resource boundary and site conditions. RIDOT will obtain the required wetland permits before the start of construction.

CENTRAL FALLS LOCATION July 27, 2018

PH Comment 1: Thomas Lazieh, Ward 5 City Council: Object to time of PH and three at one time.

Response: The timing of the public hearing was scheduled during the middle of the public comment period so the public had time to review the information prior to the public hearing. The date chosen for the public hearings was the first available day after a mandatory 15-day waiting period required following the notice

of availability of the EA. The hearing locations were chosen by the department, in conjunction with FHWA to maximize ease of access throughout the state for the public. All locations were fully accessible. Each of the three hearings presented the same information. Notification was provided in advance of the meetings and was deemed to be reasonable by RIDOT and FHWA.

PH Comment 2: Thomas Lazieh, Ward 5 City Council: The Roosevelt Ave roundabout is illegal.

Response: This discussion is outside the scope of the EA.

PH Comment 3: David Brown: The project will impair manufacturing in Rhode Island.

Response: The economic impact of RhodeWorks was evaluated during the legislative deliberation process leading up to the passage of *The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016*, and is also addressed in the EA. As noted in the EA, *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, October 2015 and other studies and panel groups provided input on potential economic impacts and were considered in the final writing of RhodeWorks.

PH Comment 4: Susan Brown: This will impact small businesses in Rhode Island.

Response: The economic impact of RhodeWorks was evaluated during the legislative deliberation process leading up to the passage of *The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016*, and is also addressed in the EA. As noted in the EA, *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, October 2015 and other studies and panel groups provided input on potential economic impacts and were considered in the final writing of RhodeWorks.

PH Comment 5: Thomas Lazieh, Ward 5 City Council: Trucks will exit the highway at Roosevelt Avenue exit to avoid toll.

Response: The ramps on I-95 at Exit 30 will be tolled and vehicles will not be able to exit these ramps to avoid tolls. For this reason, routes leaving Exit 30 were not identified as diversion routes.

WARWICK LOCATION July 27, 2018

No Comments received

Public Hearing Transcripts (August 21, 2018) Three Locations

Refer to Appendix H9.2 for full comments. Text in bold is a brief excerpt of comments. Full comments are numbered within the Public Hearing Transcripts.

PROVIDENCE LOCATION August 21, 2018

No Comments received

CENTRAL FALLS LOCATION August 21, 2018

No Comments received

WARWICK LOCATION August 21, 2018

No Comments received

Letter from the Mashantucket Pequot Tribal Nation, August 3, 2018

Comment 1: Is PAL recommending further archaeology to be done of this toll location (Location 3) to confirm if it would be eligible to be listed in the National Register? We would support further study to better understand PAL's definition of pre-contact, based on how the area has been dated.

Response: No, PAL is not recommending further archaeology be done for Toll Location 3 as proposed. Only if work extended outside the existing limits of disturbance (LOD) for the project would further studies be warranted.

Pre-Contact Archaeological Sites RI 1836 and RI 1837 are located outside of the Archaeological APE and the limits of disturbance (LOD). Although the boundaries of these sites have not been formally defined, the disturbance associated with the clearing and construction of the ROW for I-95 has compromised the integrity of the soils within the LOD. The 1965 plans for the construction of I-95 in the vicinity of Toll Location 3 identify up to ten feet of fill at STA 295+00, the approximate location of Toll Location 3. Because the potential for identifying archaeological resources in meaningful contexts within the LOD is low, no further work will be performed as part of this project to ascertain the National Register eligibility of either site. Toll Location 3 will have no adverse effect on archaeological resources.

Comment 2: Is PAL recommending further archaeology to be done of this toll location (Location 13) to confirm all historic properties and the pre-contact (site) would be eligible to be listed in the National Register?

Response: No, PAL is not recommending further archaeology be done for Toll Location 13 as proposed. Only if work extended outside the existing limits of disturbance (LOD) for the project would further studies be warranted.

Pre-Contact Archaeological Site RI 1941 is located outside of the Archaeological APE and the limits of disturbance (LOD). Although the boundaries of this site have not been formally defined, the disturbance associated with the clearing and construction of the ROW for Route 6 and the former New York, New Haven and Hartford Railroad has compromised the integrity of the soils within the LOD. Because the potential for identifying archaeological resources in meaningful contexts within the LOD is low, no further work will be performed as part of this project to ascertain the National Register eligibility of the site. The construction of Toll Location 13 will have no adverse effect on archaeological resources.

No historic properties will be adversely affected by the proposed construction of Toll Location 13. The construction of Toll Location 13 will have no direct impacts or indirect visual impacts to Merino Mill Village Historic District, the Atlantic and Riverside Mills, Atlantic Mill Worker Housing, and Rochambeau Worsted Company as they are located outside of the limits of disturbance and are shielded from the gantry by distance, vegetation, and structures.

Letter from U.S. Environmental Protection Agency, August 9, 2018

Comment 1: We appreciate the opportunity to review the EA. Based on our review we have no comments on the proposed project.

Response: Comment noted.

Letter from City of Pawtucket, Public Works, August 9, 2018

Comment 1: The City would like to receive notification from RIDOT on the estimated length of time for the construction of Toll 6 and what the construction effort will entail. Information such as lane or exit ramp closures and timing of the construction and how these efforts may affect traffic will be especially important in order to prepare nearby residents.

Once the NEPA process is concluded, RIDOT will develop a construction schedule. Prior to construction, RIDOT will notify the City of Pawtucket about construction of Toll Location 6. Notification will include information such as any lane or exit ramp closures, and timing of construction, and any traffic operational changes.

Comment 2: RIDOT will be responsible for conducting public outreach to notify local residents and businesses of the proposed construction. Specifically, if construction is to take place later in the evening the City will need know of any noise abatement measures, as the area around proposed Toll 6 is a heavily urban area with many residential properties.

RIDOT will follow standard public notification procedures for the construction of toll locations.

Comment 3: The City has concerns over the effect of Toll 6 on congestion through the projected diversion routes and beyond. In response to these concerns, the City would like to request that should Toll 6 be constructed RIDOT conduct a post-assessment traffic and infrastructure study one year after the toll's implementation. A study of this kind will measure the toll's impacts on the community and will provide the City with the information it may need to combat any issues that arise from the use of traffic diversion routes.

RIDOT will monitor the truck traffic volumes on Diversion Route 9 and Diversion Route 10 after the toll's implementation and work with the City of Pawtucket should any issues arise.

Letter from Town of Glocester, Town Council, August 15, 2018

Comment 1: Concern about the impact of increased truck traffic on pedestrian environment and infrastructure.

Response: Based on the conclusions of our traffic analysis in Chapter 6.3 of the EA, any potential diversions are not expected to have an adverse impact on the pedestrian environment or infrastructure.

Comment 2: Request that RIDOT continue its commitment to pedestrian mobility and safety when replacing area bridges.

Response: RIDOT will take into consideration pedestrian mobility and safety on all future bridge replacements. As part of RIDOT's Complete Streets program, multiple transit options are considered and integrated into the design and construction of the state's transportation system. This provides safe access to all users, regardless of how they are traveling.

Comment 3: Request analysis be reexamined for roundabout which replaced the traffic signal at the intersection of Route 44 and Route 102.

Response: The roundabout is expected to perform better than the signal, and therefore reduce travel delays. Roundabout intersections typically operate with lower vehicle delays than other intersection forms and

control type. Roundabouts lower speeds and make intersections safer for pedestrians and cyclists while maintaining a continuous flow of traffic without traffic signals. Based on the conclusions of our traffic analysis in Chapter 6.3 of the EA for the intersection, any potential diversions are not expected to have an adverse impact on the operation of the roundabout.

Comment 4: Request commitment to assist with any infrastructure damage to roundabout.

Response: The decorative “apron” around the center island is currently designed to allow the largest tractor trailers and other large vehicles to navigate through the roundabout. RIDOT is committed to maintaining the roundabout as it is a state asset.

Comment 5: Request that RIDOT in conjunction with toll implementation establish a fund to assist communities in remedying any issues that result from toll diversion impacts.

Response: Based on the conclusions of the EA, any potential toll diversions are not expected to have an adverse impact that would necessitate such a fund. RIDOT will monitor the truck traffic volumes on diversion routes in Gloucester and work with the town should any issues arise.

Comment 1: Impacts to Union Village Historic District

Response: The Union Village Historic District was identified and evaluated in the Section 106 Due Diligence Technical Memo on the Diversion Routes (PAL, Figure 26 and Table 13) provided in the EA Appendix.

Comment 2: Frequent collisions at intersection of off-ramp from Route 146 South to 146A south.

Response: This location does not fall into the RIDOT Unsignalized Intersection Angle/Broadside: By Target Crash Frequency list. Based on the conclusions in the EA presented in the EA Chapter 6.3.2 and Appendix F, any potential increase in truck traffic on any of the potential Diversion Routes is not expected to have an adverse effect on traffic. RIDOT will monitor the truck traffic volumes on diversion routes and work with North Smithfield to address any safety issues should they arise.

Comment 3: Request consideration to the above issues

Response: Based on the conclusions in the EA, any potential increase in truck traffic on any of the potential Diversion Routes is not expected to have an adverse effect on historic properties, historic cemeteries, or resources that may be eligible for listing in the National Register. The roadways comprising the various Diversion Routes are now used by trucks and any potential increase in truck traffic is not expected to result in an increase in direct (vibration) or indirect (noise, visual, air quality) impacts to these resources.

Web comment from Ron Hynes, Nokesville, VA

COMMENT 1: Trucks need to pay their share of road damage.

Response: Comment noted.

Web comment from Kevin Marquardt, Groton, CT

COMMENT 1: Trucking companies will pass the cost along to the consumer.

Response: The economic impact of RhodeWorks was evaluated during the legislative deliberation process leading up to the passage of *The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016*, and is also addressed in the EA. As noted in the EA, *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, October 2015 and other studies and panel groups provided input on potential economic impacts and were considered in the final writing of RhodeWorks.

COMMENT 1: Why can't I claim unreimbursed commuter expenses including highway tolls on my RI tax return?

Response: This discussion is outside the scope of the EA.

COMMENT 2: Reference to Pennsylvania Turnpike.

Response: This discussion is outside the scope of the EA.

COMMENT 3: Cost of fee collection by Turnpike and Bridge Authority was not considered.

Response: As discussed in the EA, toll rates will be established to account for operations and maintenance of the toll facilities and to still generate enough revenue to support the Rhode Island bridge replacement, reconstruction, and maintenance fund.

COMMENT 4: How can you go forward when legal challenge of tolling a specific class of vehicles has not been concluded.

Response: The specific issues raised in American Trucking Associations Inc. v. Peter Alvitti Jr. will be resolved through the judicial process for that proceeding. Should the Rhode Works program be modified or altered as a result of that case, the FHWA will evaluate any such potential impacts through a reevaluation as needed.

COMMENT 5: Where is money coming from to replace the Pine Street Bridge over I-95 in Pawtucket. Is it related to the toll project?

Response: The Pine Street Bridge is not part of the project. Please refer to Appendix A for a list of MOUs signed by RIDOT and FHWA for tolled bridges. The \$9.3 million Pine Street Bridge Project is being funded through RhodeWorks, RIDOT's ongoing plan to repair structurally deficient bridges and "bring Rhode Island's transportation infrastructure into a state of good repair, promote economic development, and create jobs" (RIDOT Press Release 6.8.18).

COMMENT 1: Diversion analysis is incomplete.

The EA, supported by the Traffic & Revenue Analysis (Louis Berger 2018), did not appear to consider several likely diversion routes. For example, both of the diversion routes identified for Toll Locations 7 and 8 assume that trucks originate from or are traveling to I-95 at exits 5 or 6. However, the Berger 2018 origin-destination analysis shows a large number of trucks originating or ending their trips north of these interchanges (e.g. around Warwick), making these diversion routes impractical. The most logical diversion route would utilize the Huntington Expressway and Old Louisquisset Pike, which would eliminate a toll payment and add just half a mile and only 1 to 2 minutes to the trip.

The only Toll Location 13 diversion route identified (Diversion Route 7) uses a series of local roads that are clearly impractical. The more obvious diversion route uses U.S. 44, which is actually shorter than the tolled route and adds less time than the route selected by the EA.

These are just two examples of alternative routes that the Berger report failed to consider. The traffic and revenue analysis should be revised to include all feasible alternative routes.

It also appears that the diversion analysis eliminated diversion routes with load posted bridges (Louis Berger 2018 App. G, p. 83). It is highly unlikely that none of these bridge deficiencies would be addressed over the next 22 years of the analysis period. At a minimum the analysis should include a sensitivity analysis that assumes these bridges are not posted and that the routes they serve are potential diversion routes.

Response:

Louis Berger developed the RIDOT Investment Grade Truck Tolling Study by applying state-of-the-practice route-choice analysis techniques to develop a customized version of the Rhode Island Statewide Model, and this tool was used to generate the outputs supporting the downstream elements of the study. The customized model generated estimates of impacts to roadways under the tolled condition. These outputs were generated by taking into account a mix of several factors such as trip origin and destination, route length and vehicle operating cost per mile, travel conditions (including travel time and impedance factors such as posted speeds, roadway capacity, signalized intersections, etc.). Figure D-4 of the Investment Grade Report (Appendix D – p. 179) shows the estimated roadway impacts resulting from interacting these complex mix of factors with the model's operating parameters that were customized to this study through the extensive data collection and analysis effort outlined in the Investment Grade Report. This figure shows that almost all roadways (including the example paths described in the comment above) are expected to experience some de-minimis increases but most do not rise to the level for consideration as diversion routes based on the criteria set forth for that analysis.

The Louis Berger Team defined primary diversion routes by first identifying roadway links that were projected to have their tractor trailer volume increase by more than 150 vehicles on daily basis under the tolled scenario. The Louis Berger Team selected this threshold based on the generally observed daily pattern of tractor trailer traffic. Applying the hourly distribution of tractor trailer volumes displayed in Figure 3-4 (p. 44) to the 150 daily diversion threshold results in a peak hourly volume of approximately 10 vehicles per hour. Any increase in tractor trailer traffic below this cutoff was deemed to be negligible given the typical statistical noise of route choice models (App C – p. 144) - the two routes identified in the RITA comments are examples that fall into this category.

With respect to the issue of posted bridges, the Louis Berger Team conducted a detailed review of the model network to ensure that roadway links accurately represented travel conditions as described in Section 5.2.5 of the Investment Grade Report. The delineation of posted bridges described in this section of the report did not serve to eliminate routes from consideration but was used as one of several inputs in the modifications to the network to ensure a more accurate characterization of travel conditions through the system.

COMMENT 2: The EA did not analyze the economic impacts of tolling and the resulting effects on traffic patterns.

Truck-dependent businesses are likely to consider operational changes in response to tolling that will impact travel patterns in Rhode Island and the surrounding region. For example, one company with a large distribution center in Rhode Island that services much of New England is considering reducing the number of loads serviced by this facility and shifting this traffic to a different location with lower transportation costs if tolls are implemented. Not only will this change truck travel patterns in the region, it will also affect commuter travel, since jobs will be repositioned to the new location. An EA or EIS that fails to account for the cumulative economic costs, and subsequent environmental effects, will be inadequate.

When ATA/RITA raised this issue in the Locations 1 & 2 EA, RIDOT responded by citing *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, and the Sec. 6.4 cumulative impacts analysis. However, the Economic Impact study had significant flaws, as described in an analysis by IHS Global Insight (submitted separately for the record). Among other issues, economic impacts were diluted by only considering toll costs from inbound vehicles and by assuming that toll costs were spread throughout the supply chain, without consideration of the effects on businesses heavily dependent on trucks. In addition, the Section 6.4 evaluation (also Sec. 6.4 in the 2018 EA) does not by any stretch of the imagination represent a full analysis of the cumulative impacts of tolls at all proposed locations. It only looks at the impacts on individual drivers, without exploring the cumulative economic effects of tolls on the shippers and receivers who will ultimately bear the brunt of toll costs.

The cumulative economic impacts of tolls should be included in a revised EA, or an EIS.

Response: *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, in October 2015 was reviewed for this EA. Although some aspects of the report are dated due to modifications to RhodeWorks prior to its passage, there are numerous observations and conclusions that are still relevant to the discussion on regional economic impacts of RhodeWorks. There is nothing, however, to suggest truck-dependent businesses will react in the manner or scale as suggested by commenter.

The economic impact of RhodeWorks was evaluated during the legislative deliberation process leading up to the passage of The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016. As noted in the EA, *The Economic Impact of RhodeWorks: An Accelerated Transportation Restoration Plan*, developed by the Rhode Island Department of Revenue, Office of Revenue Analysis, October 2015, other studies (including the one cited in the comment), and panel groups provided input on potential economic impacts and were considered in the final writing of RhodeWorks.

The cumulative impacts of tolls at all proposed locations were evaluated and discussed in Chapter 6.4 of the EA.

COMMENT 3: The EA/Berger Report assumed that toll rates would be static through 2040.

The assumption that nominal toll rates will remain unchanged through 2040 results in understating estimated traffic diversion over time, since the inflation-adjusted toll rate decreases over time, a fact acknowledged by the Berger report. It is standard practice for tolling agencies to increase toll rates to account for inflation, higher than expected expenses, or lower than expected revenue. Furthermore, RIDOT has the legal authority to increase rates above those assumed by the analysis. Therefore, a static toll rate is an unrealistic assumption that does not accurately reflect the likely level of diversion and does not accurately capture the impacts of diversion.

When ATA/RITA raised this issue in its 2017 EA comments RIDOT countered that several Northeastern toll facilities have not adjusted their rates in recent decades. However, this is the exception. The vast majority of toll agencies increase rates on a fairly regular basis. RIDOT also suggested that rate increases are unnecessary under the fiscally constrained 10- year plan. The EA estimates impacts through 2040, so the statement that RIDOT does not need to raise rates over the next 10 years is immaterial.

The EA (or EIS) should be revised to include a diversion analysis that does not rely on the unrealistic assumption that toll rates will *decrease* in inflation-adjusted terms.

Response: A main feature of the investment grade traffic and revenue forecasting effort was the development of conservative estimates of revenue and holding tolls constant as the current RIDOT directives falls in line with those objectives.

However, it is also true as previously responded, that it is not automatic for toll increases to be effectuated to account for inflation as implied in the comment. A more detailed review of the reference cited shows several instances (including the Massachusetts Turnpike) where toll increases have lagged far behind (more than 2.7 percent) the annual rate of inflation – effectively decreasing over time.

Given the uncertainty in future toll rate determination, the Louis Berger Team elected to maintain a more conservative revenue outlook.

COMMENT 4: The EA failed to produce a safety analysis.

Even though it is well documented that Interstate highways have a lower crash rate than the lower-order roadways that vehicles are expected to divert on to, the EA does not attempt to analyze the impacts of shifting traffic to less safe roadways. Furthermore, crashes cause additional congestion, which affects the proposal's environmental impact assessments. A RIDOT representative specifically acknowledged that the roads that have been identified as potential diversion routes under the tolling proposal have an injury rate "2-3 times higher than those on freeways." The representative also stated that "[i]t is also safer for tractor trailers to remain on the freeways as they will not have to interact with pedestrians, bicyclists, or traffic turning into and out of side streets or driveways."

When ATA/RITA raised this concern in the 2017 EA, RIDOT's response was that the alternative route's configuration could handle the additional traffic and had not been identified as a high crash corridor by RIDOT. However, this fails to address the fact, acknowledged by a RIDOT representative for this specific route, that shifting traffic from an Interstate highway to an arterial road inherently increases safety risk, regardless of the roadway's design or its crash history.

The EA (or EIS) should be revised to include a safety analysis, including the environmental impacts that result from the congestion effects of changes in the number of crashes that result from traffic diversion.

Response: The project will add additional traffic, but not substantial traffic, to potential diversion routes. The analysis concluded that existing roads have the capacity to handle additional traffic without modification or reconfiguration. The resulting increase in traffic due to the potential truck diversion would not result in long vehicle delays, alter level of service or significantly reduce operating speeds.

RIDOT's Office of Safety has reviewed all diversion routes. The potential increase in tractor trailer volume is not expected to increase the potential for crashes in the corridor.

Incidentally, and as part of RIDOT's Safety Program, safety improvements are currently planned for some segments under current conditions. Other programs such as RIDOT's Localized Bottleneck Mitigation Program, Road Diet, and Road Safety Assessments are planned for some segments of the diversion routes.

RIDOT will monitor the truck traffic volumes on diversion routes and work with cities and towns to address any safety issues should they arise.

COMMENT 5: The EA does not consider the potential impacts of a successful legal challenge to the toll structure.

ATA and three motor carriers have filed a complaint in federal District Court (*American Trucking Associations, Inc. v. Peter Alviti, Jr.*) alleging that the RhodeWorks tolling scheme is unlawful under the Commerce Clause of the U.S. Constitution.

Per compliance with the legislation authorizing tolls, the EA assumes that toll rates will have several different caps:

- Tolls are limited to once per toll facility, per day in each direction;
- Tolls are limited to a \$20 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts; and
- Tolls will not exceed \$40 per day.

However, both these caps and other aspects of the RhodeWorks program are likely to render its tolling scheme unlawful under the Commerce Clause of the U.S. Constitution. More specifically, the U.S. Supreme Court has explained that, under the Commerce Clause, a transportation user fee is permissible only "if it (1) is based on some fair approximation of use of the facilities, (2) is not excessive in relation to the benefits conferred, and (3) does not discriminate against interstate commerce." *Northwest Airlines v. Kent*, 510 U.S. 355, 369 (1994). See also *Selevan v. N.Y. Thruway Auth.*, 584 F.3d 82, 98 (2d Cir. 2009) (holding that the *Northwest Airlines* test is "the applicable test" for "evaluat[ing] the constitutionality of a highway toll"). The proposed Rhode Island tolls fail this test for a variety of reasons.

First, both the daily caps and the truck-only nature of the tolls mean that they are not "based on some fair approximation of use." On the contrary, the per-facility limitation means that a truck passing through the same toll gantry 100 times a day would pay the same toll as a truck passing through it once; and the daily system-wide cap makes no attempt to fairly approximate the use of trucks who continue to drive the tolled roads after hitting them. In addition, a scheme under which

tolls are restricted to a small class of vehicles, while the vast majority of users pay no tolls whatsoever, is not based on *any* approximation of use, much less a fair one.

Second, for similar reasons, the cap arrangement renders the tolls excessive in relation to the benefits conferred: if, for example, \$40 is the appropriate price for a truck that hits the daily cap and continues to travel dozens or hundreds more miles on the tolled facilities, it is by the same token excessive in relation to the benefit obtained by a truck who just hits that daily cap. The same is true of the truck-only nature of the tolls: if the proper price for the vast number of road users is \$0, *any* toll imposed on heavy trucks for the use that is available to all others free of charge will, by definition, be excessive.

Finally, the RhodeWorks toll scheme discriminates against interstate commerce by carefully engineering the scheme to favor in-state users over out-of-state users. While both in-state and out-of-state trucks nominally pay tolls under the same schedule, the daily cap inevitably means that in-state trucks—which are more likely to hit the cap and continue to use the roads without paying additional tolls—will obtain more benefit for the fees they pay than out-of-state trucks who pass through Rhode Island or enter the state for a short period. As the Supreme Court has held, user fees “discriminate against out-of-state vehicles” when they predictably “subject them to a much higher charge per mile travelled in the State,” and “do not even purport to approximate fairly the cost or value of the use of [the] roads.” *American Trucking Associations v. Scheiner*, 483 U.S. 266, 289-90 (1987).

The truck-only nature of the tolls—and the interstate nature of the trucking industry—also means that out-of-state users will bear a heavier proportion of the toll bill than they would under an evenhanded toll scheme that applied to all users. And by deciding to toll only tractor-semitrailers—which are particularly likely to come from out of state—and not the kind of heavy garbage and construction vehicles that are more likely to be locally based, the RhodeWorks scheme further ensures that the burden of maintaining Rhode Island’s roads will be paid disproportionately by travelers in interstate commerce. Indeed, the Rhode Island legislature and the administration have made no secret of the fact that central to the RhodeWorks scheme was ensuring that the bill goes primarily to out-of-state users who cannot hold them accountable at the ballot box. *See, e.g.*, Ian Donnis, “On 52-11 Vote, RI House Approves Truck Toll Plan,” Rhode Island Public Radio, <http://ripr.org/post/52-21-vote-ri-house-approves-truck-toll-plan> (Feb. 10, 2016) (quoting House Speaker stating that “[p]eople should know that 60 percent of the money is going to come from out of state”); Stephanie Johnston and Rosie Woods, “One Year Later: Gov. Raimondo, RIDOT Review RhodeWorks,” WPRI.com, <http://wpri.com/2017/02/22/one-year-later-gov-raimondo-ridotreview-rhodeworks/> (Feb. 22, 2017) (administration officials expect “much of the funding for the infrastructure ... to come from a new toll on *tractor trailers driving through the state*) (emphasis added).

Given these serious legal infirmities, the EA fails to consider the impacts of removing the daily toll caps, of tolling all vehicles, or of having to cease toll collection altogether (if the scheme is deemed unlawful, but the legislature chooses not to rehabilitate it by lifting the caps or authorizing tolls on all vehicles). At a minimum, the state should conduct a sensitivity analysis taking into account the likelihood of those scenarios. However, we strongly recommend that the EA process should be put on hold pending resolution of the lawsuit.

Response: The specific issues raised in *American Trucking Associations Inc. v. Peter Alvitti Jr.* will be resolved through the judicial process for that proceeding. Should the Rhode Works program be modified or altered as a result of that case, the FHWA will evaluate any such potential impacts through a reevaluation as needed.

COMMENT 6: RIDOT has proposed a questionable strategy for reducing diversion.

RIDOT has proposed to prevent diversion of traffic to alternative routes by establishing truck enforcement facilities along these alternative routes. The agency has budgeted \$500,000 for additional state and local law enforcement personnel and purchased additional equipment to facilitate this plan. The report assumed that these additional enforcement efforts would reduce traffic diversion by 50 percent. These assumptions were made based on references to several studies, most notably studies related to the Ohio Turnpike and I-80 in Wyoming. The report referenced regarding claims pertaining to enforcement on alternative Ohio Turnpike routes stated explicitly that additional enforcement on local roads was not considered as part of the analysis (p. 19). In the Wyoming study, the report assumed that additional restrictions would be imposed on trucks to prevent them from using local roads. Therefore, for the Berger report to come up with similar results, it would similarly have to assume additional truck restrictions on alternative routes.

The Berger 2018 report gave statistics for law enforcement operations on secondary roads in Ohio, Indiana, Delaware and Pennsylvania (no references were given for the latter three, therefore these claims could not be verified). Berger claims that the high level of violations reported as a result of these operations showed that drivers would perceive a high likelihood of a traffic stop, and would therefore be less likely to divert to an alternative route where motor carrier enforcement activities were underway. However, the statistics reported did not indicate the percentage of trucks stopped for inspection, so it is unclear how Berger reached its conclusion. Furthermore, the Berger report offers no evidence to support a claim that the trucks exiting tolled routes under RhodeWorks for the purpose of avoiding a toll payment are more likely to have a weight or safety violation than those that do not, nor that they are more likely to be inspected on these alternative routes than on the tolled routes. In sum, the information in the Berger report does not justify an assumption that additional enforcement measures on diversion routes would reduce diversion by 50 percent.

Furthermore, revenue projections adjusted to account for diversion that is actually supported by evidence will be lower than the revenues RIDOT claims are needed to meet the purpose and need of the proposal. According to a sensitivity analysis that excluded the enforcement actions, gross revenue would be reduced by approximately \$10-15 million per year under this scenario. When toll capital and administrative costs are factored in, ATA estimates that net annual average revenue over the first 10 years of the program (2016-2025) will be \$27.48 million. This includes the 10-year, \$68.9 million contract with Kapsch Traffic Com IVHS, Inc. for gantry installation and other capital equipment, including maintenance and operational support. It also includes reimbursement to the Rhode Island Toll & Bridge Authority for expenses incurred in managing billing and collection services, at an estimated cost of five percent of revenue.

Finally, the Berger Report did not consider the effects of “leakage” due to non-payment of tolls. This will further deplete the net revenue from tolls. RIDOT responded to this charge in its response to our 2017 EA comments by claiming that the effect of non-payment of tolls would be negligible, based on past experience reported by RITBA. However, users of toll facilities operated by RITBA are far more likely to be Rhode Island residents than users of the RhodeWorks facilities (just 8% of tolled trucks are registered in RI according to Berger 2018). The EA has not documented RIDOT’s or RITBA’s plan to collect tolls and fines from out-of-state violators who are not subject to law enforcement action by Rhode Island authorities. Furthermore, unlike RhodeWorks, RITBA facilities include a cash payment option – which is less likely to be evaded – and according to RITBA financial statements, a significant share of revenue comes from cash transactions. According to a toll benchmarking study, more than one-third of toll operators cited leakage as a major challenge. The Massachusetts Turnpike, for example, reported earlier this year that unpaid

tolls would reduce toll revenue by 4 to 5 percent, largely due to non-payment by out-of-state drivers who do not have a transponder.

Response: The Louis Berger Team post-processed the raw model outputs as part of the traffic and revenue forecast effort to account for factors that cannot be practically incorporated into the traditional modeling tools and procedures.

Similar tractor trailer enforcement actions have been conducted in other states where public agencies have sought to address public safety concerns related to truck use of alternate roads that are not well suited for heavy vehicle traffic. Given the unprecedented nature of this study, the Louis Berger report used case studies of similar policing actions observed on the Ohio Turnpike, as well as those implied in modelling assumptions of the I-80 facility in Wyoming to evaluate the resulting estimates of a separate quantitative analysis of the potential impact of enforcement actions around the Rhode Island tolls.

Both the Ohio and Wyoming case studies implied that enforcement actions could potentially limit diversions by between 25 and 36 percent, while the quantitative analysis included in Appendix D of the Investment Grade Study tested the validity of the post processing assumption of a 50 percent decrease in diversions due to stepped up police enforcement actions.

Louis Berger used anecdotal evidence from various enforcement action examples around the country to underscore the high rates of infractions recorded when stepped up enforcement campaigns are conducted.

- The Ohio Turnpike case study for instance showed that more than 90 percent of trucks stopped along primary diversion routes over a 5-week period had weight violations.
(<http://www.dot.state.oh.us/news/2004/NorthernOhioTruckTraffic/NorthernOhioFreightStrategy10-11-04-Main.pdf>)
- A one-week operation conducted on the Indiana Turnpike by state police reported 36 weight violations out of 74 trucks inspected; resulting in 10 impounded vehicles and over 100 violations of Federal Motor Carrier Regulations.
(<http://www.landlinemag.com/Story.aspx?StoryID=29403#.W4aTxM5KjIW>)
- In Delaware citations ran between \$77 and \$95 dollars, and could also include 2 points assessed to the driver's license. A week-long operation conducted in October of 2005 netted 87 violations out of 152 trucks inspected, including the removal of two vehicles and 14 drivers from service.
(<https://www.usatoday.com/story/news/nation/2014/10/08/toll-evaders/16922061/>)
- Stops by Pennsylvania state police indicated that of 2,300 trucks stopped over two separate weekends in June and September of 2010, 1,600 vehicles were cited for various weight and safety violations
(<https://www.lawschool.cornell.edu/research/ELS/upload/Gas-Drilling-Impact-on-Roads.pdf>)

This section of the report does not suggest that trucks diverting away from tolled locations are more susceptible to weight violations than those that do not as suggested by the RITA comments, but once again only highlight the high rates of violations observed generally and the likely effect of that condition on a driver's perception of a potential stop under the condition of stepped up enforcement along non-tolled routes that are less suitable for heavy commercial vehicles.

Louis Berger once again applied state-of-the-practice modeling techniques based on the same modeling parameters used in the travel demand model to quantify the potential effect of enforcement actions and this analysis detailed in Appendix D confirmed the 50 percent rate of diversion reductions assumed in the report. The Team also tested alternative scenarios of perceived likelihood of a traffic stop and found that these

scenarios could alter the rate diversion by between 27 and 80 percent – similar to the assumptions of the sensitivity analysis that show both a potential upside and downside to revenue projections.

The effects of leakage were not reflected in the Berger report due to the fact that revenue from non-paid tolls is typically collected at a higher rate than the nominal cost of the tolls to account for administrative costs of collection as well as the imposition of fees assessed on toll collection violations.

COMMENT 7: The EA did not consider alternatives other than tolling.

The EA claims that eliminating non-toll alternatives is justified based on standards established under the *American Association of State Highway and Transportation Officials Practitioner's Handbook No. 3: Managing the NEPA Process for Toll Lanes and Toll Roads*. However, RIDOT has not met the AASHTO standards for excluding non-toll alternatives. As stated in the EA, the criteria are as follows:

- Tolling revenue is assumed in Rhode Island's state transportation planning process;
- Tolling revenue is the basis for meeting fiscal constraint of the STIP;
- Tolling is an element of the proposed Project's purpose and need; and
- Non-tolled alternatives were eliminated from consideration during the planning process.

The Federal Highway Administration advises transportation agencies that “[e]ven if non tolled options may be eliminated during the transportation planning process or through NEPA’s alternatives analysis, it is advisable to examine non-tolled alternatives if there is public opposition to tolls.” That public opposition exists has been made quite clear during the public meetings held in conjunction with the EA process during both 2017 and 2018. Regardless of whether the legislature has made sufficient non-toll resources available for RhodeWorks, RIDOT is not precluded from considering additional revenue sources during the EA process. This information would give elected officials a good basis for determining which approach best meets the needs of Rhode Island residents.

Response: The project meets the criteria to exclude non-toll alternatives in the EA as discussed in Chapter 4.2 of the EA. The evaluation of non-tolled alternative revenue sources to address Rhode Island's infrastructure needs has been previously evaluated during the process leading up to the passage of the RhodeWorks legislation that included public hearings. Comments made during the EA public hearings have been responded to. FHWA reviewed and approved the EA to focus solely on tolled alternatives.

COMMENT 8: Conclusions

This tolling proposal is unique and unprecedented. Never before has a state either tolled trucks only, or tolled existing Interstates, on a network basis. In fact, we are not aware, in the 61-year history of the Interstate system, of any state that has even explored such a scenario. The proposal is unparalleled in our nation's history and potentially precedent setting. There is no previous experience to rely on, and no studies of other states' experience to point to when determining the potential effects on traffic congestion, the environment, safety or the economy. Neither RIDOT nor FHWA can today say with confidence what would happen if vehicles traveling on a previously untolled Interstate highway network are subjected to tolling. It is clear that neither the Environmental Assessment nor the Traffic and Revenue analysis provide these answers. Both are fatally flawed documents that cannot and should not lead FHWA to issue a FONSI. Furthermore, it would be most prudent for RIDOT and FHWA to await the outcome of the legal proceedings currently underway before moving forward on a plan that may not be lawful.

Response: Many of the comments brought out in this letter pertain to elements and authorities established in *The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016* and are not under the purview of this EA. The methodology and the analysis in the EA is sound and consistent with appropriate guidance and has been developed in cooperation with the FHWA. The analysis shows that there will be no significant direct, indirect or cumulative impacts due to tolling at toll locations 3, 4 and 6 through 13. The specific issues raised in *American Trucking Associations Inc. v. Peter Alvitti Jr.* will be resolved through the judicial process for that proceeding. Should the Rhode Works program be modified or altered as a result of that case, the FHWA will evaluate any such potential impacts through a reevaluation as needed.

